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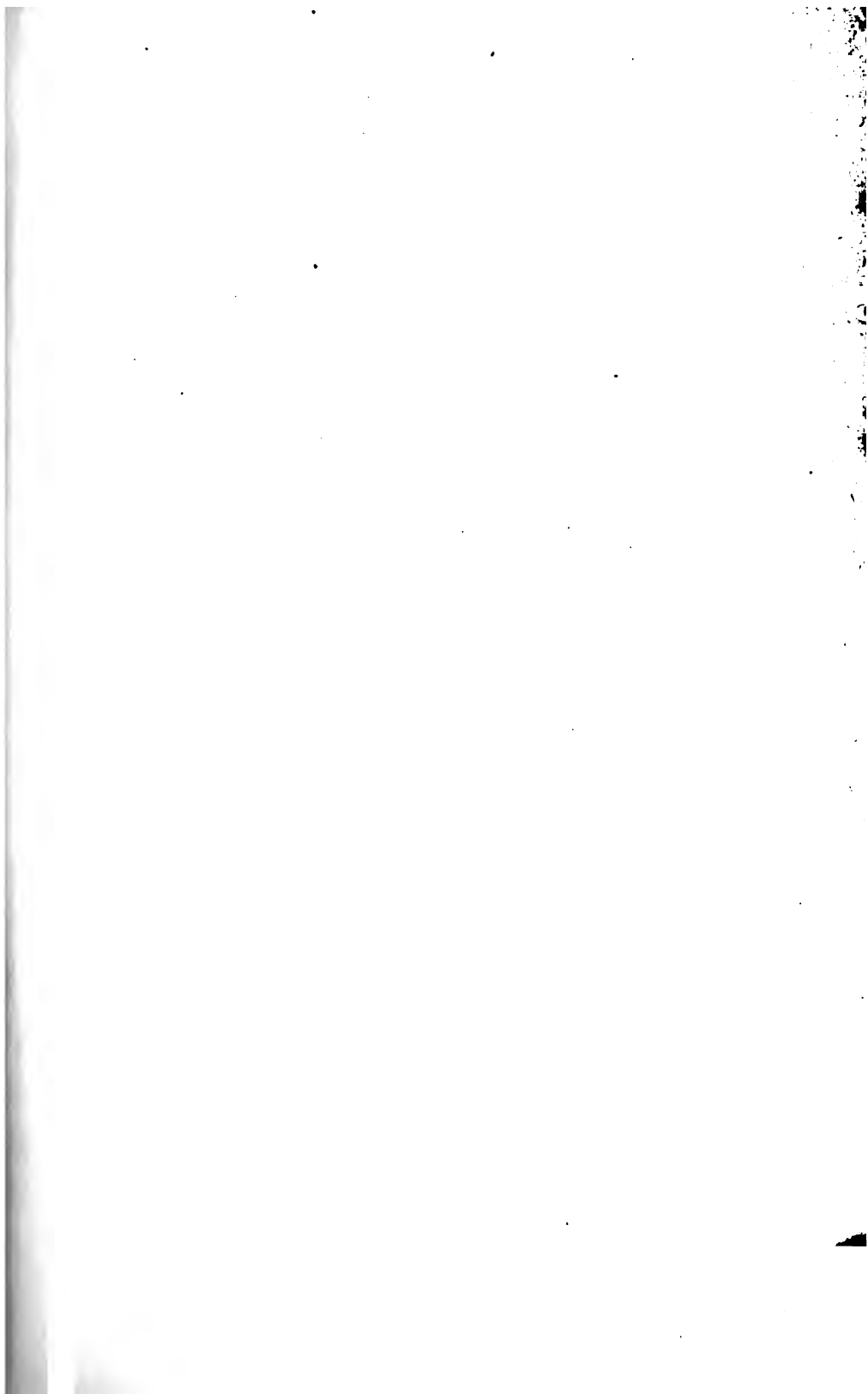
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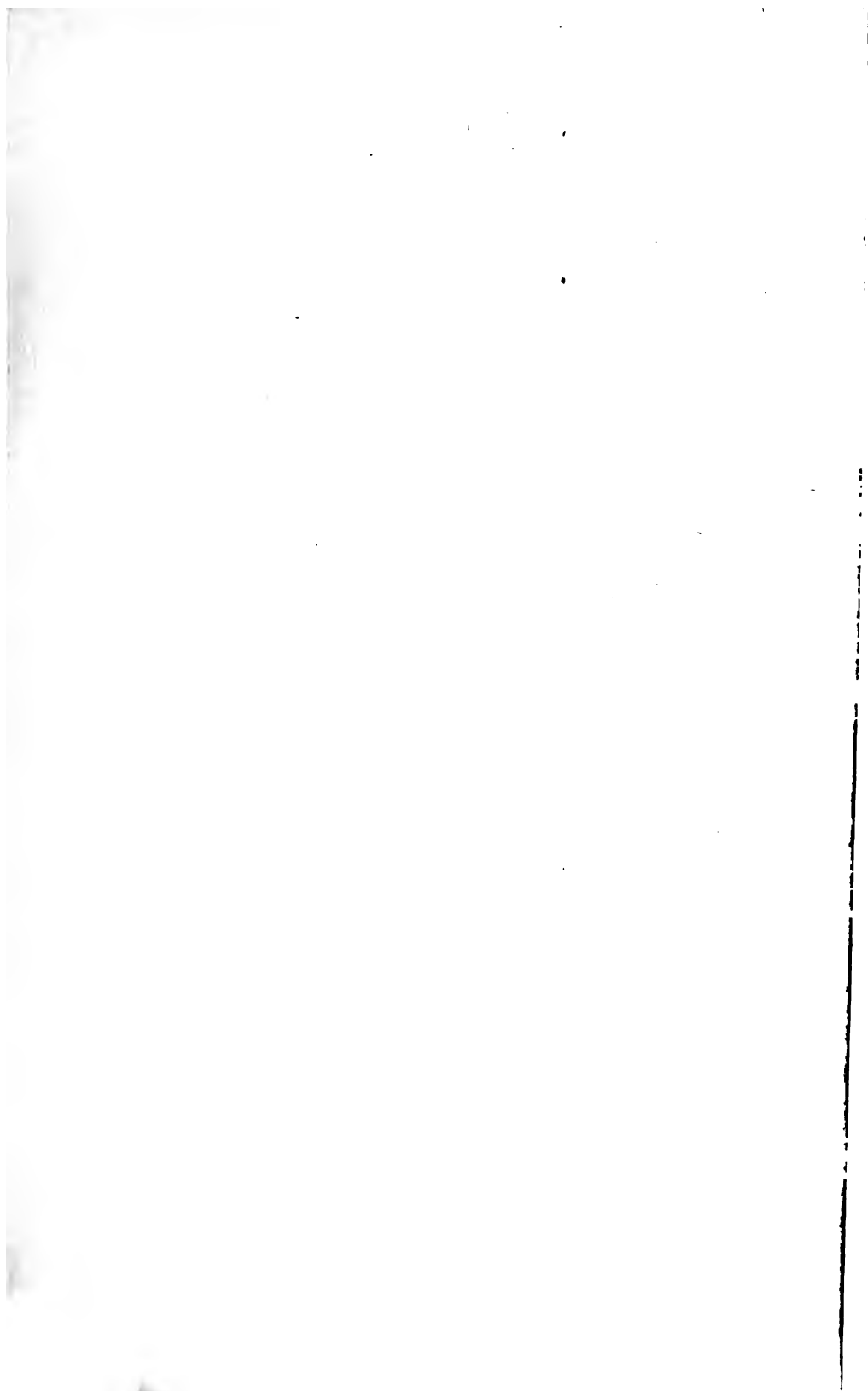
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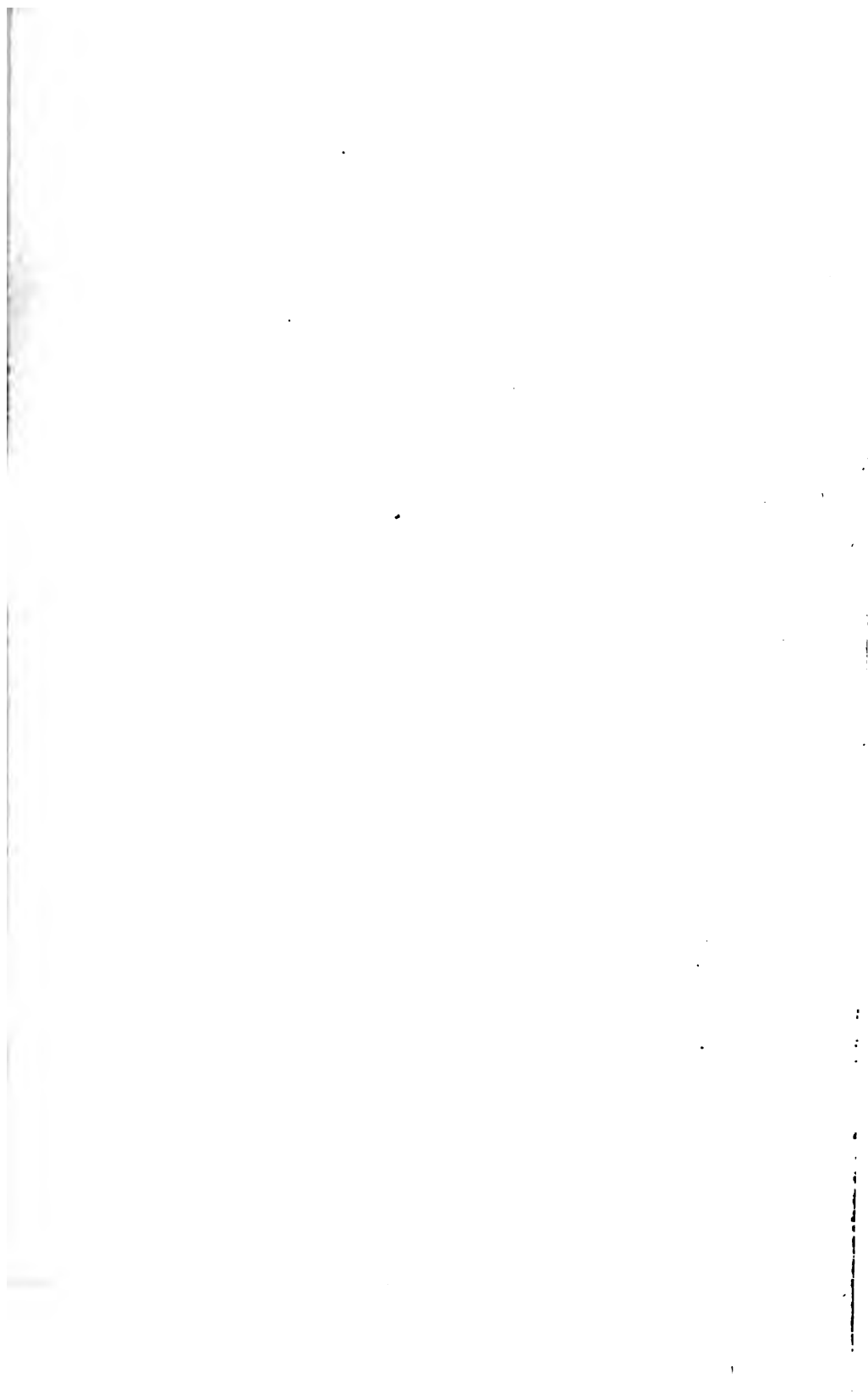


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TENTH ANNUAL REPORT *R*

OF THE

Board of Railroad Commissioners

OF THE

STATE OF NEW YORK,

For the Fiscal Year Ending June 30, 1892.

TRANSMITTED TO THE LEGISLATURE JANUARY 9, 1893.

COMMISSIONERS:

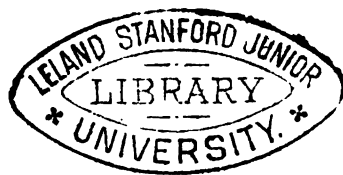
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VOLUME II.

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JAMES B. LYON, STATE PRINTER.

1893.



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TABULATED STATEMENTS
OF
ANNUAL REPORTS.

TABLE

ROADS IN OPERATION —

Comparative Statement of Gross Earnings from Operation, Operating Income from all sources, for years

"d" denotes

NAME OF ROAD.	1891.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation
Addison and Pennsylvania	\$102,475 32	\$75,039 69	\$27,435 63	\$2,400 00
Adirondack	174,696 54	122,831 08	51,865 46	.....
Albany and Susquehanna	3,790,164 37	2,256,589 92	1,533,574 45	.....
Allegheny and Kinzua	91,673 67	68,002 28	23,671 39	.....
Attica and Freedom .....	.....	.....	.....	.....
Bath and Hammondsport	30,064 99	15,540 26	14,524 73	338 96
Boston and Albany	9,060,192 16	6,217,809 26	2,832,382 90	166,030 12
Bradford, Eldred and Cuba	37,977 42	37,37 42	240 00	.....
Brooklyn, Bath and West End	108,065 64	84,304 80	23,760 84	.....
Brooklyn and Brighton Beach	116,482 47	69,470 60	47,011 87	500 00
Brooklyn and Rockaway Beach	72,565 57	43,942 49	28,623 08	2,339 90
Buffalo, Rochester and Pittsburgh	2,419,407 02	1,698,245 88	721,161 14	30,673 70
Carthage and Adirondack	105,070 30	50,213 49	54,856 81	.....
Catskill Mountain	41,625 53	24,844 02	16,781 51	487 04
Central New England and Western	628,665 68	464,001 47	162,554 21	19,378 78
Chateaugay	216,894 33	135,893 20	80,941 13	.....
Chautauqua Lake	32,572 87	31,271 24	1,301 63	.....
Clove Branch	9,720 23	8,392 50	1,327 73	96 84
Connecting Terminal	121,421 37	56,892 22	64,529 15	.....
Cooperstown & Charlotte Valley	49,997 16	31,691 17	17,296 99	248 19
Corning, Cowanesque & Antrim	723,285 12	530,075 75	193,209 37	.....
Dansville and Mount Morris .....	.....	.....	.....	.....
Delaware, Lackawanna & Western	8,169,408 25	4,082,597 51	4,186,815 74	.....
Dunkirk, Alleg'y Val. & Pittsb'gh	265,607 78	194,457 00	71,150 78	5 00
Elmira, Cortland and Northern	462,727 68	321,619 47	141,108 15	724 35
Elmira and Lake Ontario	719,291 88	713,315 30	5,976 58	.....
Elmira and Williamsport	912,358 91	755,680 46	156,738 45	.....
Fitchburg	6,580,322 04	4,917,538 63	1,662,783 41	270,692 45
Fonda, Johnstown & Gloversville	228,568 67	130,310 87	98,257 80	1,501 20
Grand View Beach	4,155 11	2,270 26	1,884 85	.....
Greenwich and Johnsonville	40,929 85	28,606 92	12,322 93	231 00
Herkimer, Newport and Poland	43,748 63	30,569 36	13,179 27	.....
Island	60,867 18	33,088 84	27,778 30	.....
Kaaterskill	14,984 96	9,582 86	5,402 10	.....
Kanona and Prattsburgh	12,308 48	7,913 69	4,394 79	.....
Keesv. Aus. Chas. & Lk. Cham	16,237 84	13,773 24	2,464 60	769 84
Kinderhook and Hudson	36,497 96	20,509 94	15,988 04	.....
Lake Champlain and Moriah	126,206 91	101,734 20	24,472 71	518 44
Lackawanna and Pittsburgh	9,749 17	8,980 04	769 13	.....
Lake Shore and Michigan Southern	90,491,957 14	18,875,028 60	7,116,928 54	471,868 40
Lebanon Springs	68,626 88	67,490 90	d 3,864 02	340 73
Lehigh and Hudson River	331,702 37	235,414 58	98,287 79	1,411 04
Lehigh Valley	775,570 81	778,001 00	d 26,430 19	.....
Long Island	4,061,898 62	2,529,239 71	1,532,658 91	60,598 03
Mahopac Falls	c.....	.....	.....	.....
Marine	11,672 80	11,468 08	209 77	.....
Middleburgh and Schoharie	9,084 18	7,900 83	1,183 35	.....
Middletown, Unionville & Water Gap	41,182 62	28,214 61	12,968 01	174 00
Mount McGregor	10,087 18	10,063 38	d 26 80	.....
Newburgh, Dutchess and Conn	175,909 07	145,671 87	30,237 20	279 72
New Jersey and New York	276,608 88	241,225 37	35,383 51	.....
New York and Canada	1,026,761 69	785,349 46	241,412 23	.....
New York Central & Hudson River	35,356,486 73	23,684,750 59	11,671,734 14	2,545,689 53

GROSS INCOME OF STEAM ROADS.

7

A.

SURFACE STEAM.

ting Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1891 and 1892.

deficiency.

Gross income from all sources.	1892.				
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
\$29,635 63	\$92,229 05	\$59,801 26	\$32,928 69	\$12,620 64	\$45,549 53
5,806 46	161,785 60	118,102 12	43,688 48	.....	43,688 48
1,533,514 45	8,890,464 48	2,196,798 84	1,681,671 14	.....	1,681,671 14
22,671 39	59,418 55	55,837 91	3,580 74	241 67	8,822 41
.....	a 6,921 87	7,885 01	d 918 65	125 52	d 786 13
14,868 60	29,039 54	16,055 73	12,983 81	346 64	13,330 45
2,998,413 02	9,602,800 78	6,801,287 68	2,801,513 10	260,515 69	3,062,028 79
240 00	26,962 82	29,430 35	d 2,467 53	.....	d 2,407 53
18,760 84	78,273 80	75,073 59	3,200 21	.....	3,200 21
47,511 87	178,405 60	75,457 54	37,948 06	500 00	38,448 06
31,012 96	72,250 80	49,498 94	22,751 86	2,588 27	25,340 13
751,834 84	2,808,353 09	1,043,868 37	864,484 72	52,555 21	917,039 93
54,656 51	122,294 37	73,951 13	48,273 24	.....	48,273 24
17,368 55	45,488 69	26,147 74	19,340 95	446 11	19,787 06
181,982 90	666,353 03	599,682 56	66,675 47	23,760 31	90,435 78
80,941 13	249,636 27	148,081 84	101,554 98	.....	101,554 98
1,301 68	48,127 56	41,578 73	6,550 83	421 89	6,972 72
1,424 07	9,490 18	9,489 99	19	104 00	104 19
64,520 15	186,889 35	76,387 59	110,501 76	.....	110,501 76
17,544 18	46,229 82	40,266 49	5,963 33	329 61	6,292 94
198,209 37	b 815,893 50	530,041 46	d 285,852 10	.....	d 285,852 10
.....	5,471 90	7,855 84	d 2,384 04	.....	d 2,384 04
4,136,815 74	8,236,113 85	4,184,245 69	4,051,868 16	.....	4,051,868 16
71,156 78	278,908 42	195,180 25	83,713 17	142 00	83,855 17
141,832 50	395,319 06	256,654 56	188,664 50	499 94	189,164 44
5,976 58	671,185 47	681,459 98	d 10,274 46	300 00	d 9,974 46
156,784 45	986,666 08	739,644 21	246,921 87	.....	246,921 87
1,988,488 46	7,086,358 76	5,112,697 11	1,922,661 65	313,446 04	2,236,107 69
99,784 60	227,383 41	130,374 28	99,009 13	1,072 26	100,081 89
1,684 86	16,548 14	11,878 32	5,169 82	.....	5,169 82
12,453 93	41,083 46	27,077 67	14,006 79	325 85	14,881 64
18,179 87	55,489 65	37,741 13	17,748 52	2,296 69	20,045 21
27,828 30	54,094 07	27,152 00	26,882 07	257 60	27,139 57
5,402 10	14,351 45	9,467 88	4,883 62	.....	4,883 62
4,394 79	15,246 00	9,869 59	5,377 01	.....	5,377 01
3,234 44	14,668 82	13,315 03	1,353 79	761 38	2,115 17
15,968 04	47,232 35	22,808 61	24,425 74	2,193 00	26,618 74
24,938 15	92,056 97	69,831 00	22,226 97	309 68	22,536 65
769 13	14,990 46	14,010 64	19 82	.....	19 82
7,586,286 94	22,559,994 96	14,928,377 21	7,631,617 75	595,999 81	8,227,617 56
d 3,523 29	60,910 60	69,778 01	d 8,867 32	570 26	d 8,297 06
149,698 63	391,342 89	196,945 18	192,397 71	5,198 54	197,596 25
i 26,430 19	e 404,070 90	327,891 88	77,078 52	.....	77,078 52
1,569,856 94	4,171,728 48	2,734,416 97	1,437,106 51	198,364 42	1,635,470 93
.....	4,631 59	2,441 29	2,190 30	.....	2,190 30
209 77	10,306 60	18,037 43	d 7,630 83	.....	d 7,630 83
1,133 35	10,764 13	6,924 80	3,839 33	352 00	4,191 33
13,142 01	38,569 51	24,668 34	13,901 17	174 00	14,075 17
36 30	11,771 80	9,435 13	2,336 47	.....	2,336 47
30,516 92	173,506 46	132,376 66	41,129 80	245 26	41,374 06
35,383 51	304,460 14	264,559 48	39,900 66	.....	39,900 66
341,412 23	954,886 52	735,856 53	218,526 00	.....	218,526 00
14,217,364 37	42,628,911 16	29,714,122 22	12,914,788 94	2,849,714 13	15,764,503 07

TABLE A—
ROADS IN OPERATION—
Comparative Statement of Gross Earnings from Operation, Operating Income from all sources, for years
"d" denotes

NAME OF ROAD.	1891.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
N. Y. C., H. R. and Fort Orange...	\$2,514 65	\$1,961 87	\$553 28	.....
New York, Chicago and St. Louis...	6,015,451 55	4,746,144 63	1,229,306 92	\$14,411 06
New York, Lake Erie and Western...	29,263,246 13	19,282,616 55	9,980,629 58	955,963 52
New York and Massachusetts.....	41,627 76	52,980 90	d 11,353 20	2,547 62
New York and New England.....	6,149,246 40	4,133,504 59	2,015,741 81	6,396 18
N. Y., New Haven and Hartford...	11,323,617 15	7,923,901 66	3,394,715 49	188,864 42
New York and Northern.....	439,426 08	387,011 82	56,414 76	84 22
New York, Ontario and Western...	2,809,792 16	2,065,644 22	754,067 94	75,000 00
New York and Rockaway Beach...	233,085 87	186,919 62	46,166 25	3,645 10
New York and Sea Beach.....	75,214 78	69,360 01	5,954 77	40,296 56
Northern Adirondack.....	143,281 77	72,383 81	70,897 96	12,060 10
Ogdensburg and Lake Champlain...	800,181 55	586,499 20	213,682 35	7,180 01
Orange County.....	16,100 27	11,790 54	4,309 73	.....
Owasco River.....	5,031 17	4,983 95	47 22	.....
Penn., Poughkeepsie and Boston...	147,969 14	184,793 47	d 36,804 33	.....
Philadelphia and Reading.....	.....	.....	.....	.....
Port Jervis, Monticello and N. Y.	50,997 14	42,425 78	8,571 36	.....
Prospect Park and Coney Island...	158,266 73	124,246 98	34,019 75	38,844 18
Rensselaer and Saratoga.....	2,565,511 87	1,698,316 29	967,195 58	6,681 50
Rochester and Glen Haven.....	10,363 64	7,938 55	2,425 09	688 88
Rochester, Hornellsville and Lack...	17,785 05	16,182 40	1,602 65	.....
Rochester and Lake Ontario.....	27,964 38	17,468 77	10,495 61	2,040 22
Rome, Watertown & Ogdensburg...	2,724,572 44	1,506,405 95	1,218,166 49	23,666 55
Schoharie Valley.....	13,136 20	10,047 81	3,088 39	.....
Seneca Electric.....	10,025 13	6,033 42	3,991 76	.....
Seneca Falls and Cayuga Lake.....	c 56,972 19	16,683 97	40,288 22	.....
Silver Lake.....	29,921 68	21,983 05	7,938 63	.....
Skaneateles.....	521,919 23	431,780 85	90,138 38	.....
Southern Central.....	1,030,466 74	684,140 05	346,326 69	.....
Staten Island Rapid Transit.....	.....	.....	.....	.....
Sterling Mountain.....	28,552 32	17,757 23	10,795 09	598 72
Stony Clove and Catskill Mountain...	53,549 78	32,249 03	21,300 75	.....
Syracuse and Baldwinsville.....	c 864,240 93	468,982 99	395,257 94	2,044 48
Syracuse, Binghamton & New York...	669,072 91	491,608 27	177,464 64	.....
Syracuse, Geneva and Corning.....	.....	.....	.....	.....
Tioga.....	272,617 61	13,584 04	109,033 57	.....
Tonawanda Valley and Cuba.....	13,555 80	16,315 21	d 2,759 41	2,900 00
Ulster and Delaware.....	376,144 17	236,259 04	139,885 13	.....
United States and Canada.....	7,117 91	14,838 02	d 7,720 11	.....
Wallkill Valley.....	148,312 06	111,046 66	36,666 30	939 29
Wellsville, Coudersport and P. C.	11,853 41	7,252 62	4,600 79	.....
Western N. Y. and Pennsylvania...	3,562,668 58	2,485,782 39	1,076,886 19	4,074 00
	\$169,012 504 22	\$113,528 346 87	\$55,484 157 35	\$4,965,103 92

ROADS IN OPERATION—

Brooklyn.....	\$1,746,506 99	\$980,871 68	\$756,635 31	\$12,701 63
Kings County.....	811,069 04	596,242 69	244,826 35	517 30
Manhattan.....	9,846,709 95	4,975,141 07	4,871,568 88	113,000 00
Sea View.....	13,733 23	10,376 06	3,357 17	29 63
Suburban Rapid Transit.....	224,415 95	158,946 96	65,468 99	.....
	\$12,642,435 16	\$6,700,578 46	\$5,941,856 70	\$126,248 56

GROSS INCOME OF STEAM AND ELEVATED ROADS.

9

(Continued).

SURFACE STEAM.

ting Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1891 and 1892.
deficiency.

Gross income from all sources.	1892.				
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
\$553 28	\$2,816 84	\$2,417 56	\$398 76	.....	\$398 76
1,243,718 58	6,297,362 35	5,070,637 06	1,226,724 40	\$12,355 69	1,239,079 99
10,996,536 10	31,692,912 41	21,234,717 37	10,458,195 04	1,028,075 35	11,486,270 39
d 8,505 58	51,506 85	64,054 00	d 18,145 15	1,449 94	d 11,695 20
2,022,127 99	6,216,617 36	4,562,441 65	1,664,175 61	6,295 08	1,670,470 64
3,563,079 91	11,913,701 08	8,273,010 89	3,640,690 89	189,287 96	3,829,978 85
96,496 96	521,216 80	431,594 88	89,621 92	6,242 83	95,864 65
829,057 94	3,295,417 99	2,359,845 86	905,572 03	75,065 00	980,637 03
49,801 85	238,314 18	191,643 31	• 46,670 87	1,824 99	48,495 86
46,341 38	71,915 35	70,900 04	1,015 31	44,301 11	45,316 42
82,958 06	187,359 96	86,368 03	100,991 98	10,081 61	111,073 54
230,892 36	658,415 96	566,122 47	292,293 41	3,916 80	296,210 31
4,800 78	17,937 13	11,414 71	5,892 42	.....	5,892 42
97 22	7,306 75	6,706 43	602 32	.....	602 32
d 36,904 33	197,984 60	214,612 79	d 16,628 19	.....	d 16,628 19
.....	132,942,316 97	19,774,806 46	13,167,408 51	575,168 69	13,742,572 20
8,571 36	56,287 65	40,681 65	15,606 03	.....	15,606 03
72,663 33	159,387 34	129,820 19	29,567 16	40,890 52	70,457 68
963,677 06	2,563,732 15	1,581,604 07	982,123 08	9,545 00	991,673 08
3,113 92	c ..........	.....	.....	.....	.....
1,632 65	31,071 43	33,342 50	d 2,871 07	.....	d 2,871 07
12,535 53	26,511 16	19,696 94	6,814 22	2,175 75	8,989 97
1,241,633 04	e ..........	.....	.....	.....	.....
3,083 39	16,262 34	13,370 19	2,892 15	.....	2,892 15
3,991 76	10,740 15	6,853 32	3,896 83	310 00	4,196 83
.....	c ..........	.....	.....	.....	.....
40,288 22	26,398 20	11,790 69	14,597 51	41,533 95	56,131 46
7,988 68	28,324 43	19,969 42	8,355 01	793 82	9,148 83
90,139 88	e 226,079 06	180,837 24	45,241 82	.....	45,241 82
346,326 09	1,046,631 84	692,391 08	354,240 76	.....	354,240 76
11,363 81	21,269 94	17,650 32	3,619 62	475 50	4,095 12
21,300 75	55,515 63	30,728 17	24,787 46	.....	24,787 46
.....	8,101 03	8,060 07	40 96	.....	40 96
397,302 42	869,458 05	460,319 14	409,138 91	3,366 11	412,505 02
177,464 64	805,984 15	556,383 89	249,600 26	.....	249,600 26
109,083 57	350,040 97	174,729 29	175,311 68	.....	175,311 68
140 59	.....	.....	.....	.....	.....
139,895 13	399,866 98	269,671 24	d 180,195 69	.....	d 180,195 69
d 7,720 11	8,339 31	11,253 12	d 2,863 81	.....	d 2,863 81
37,605 69	152,735 50	88,103 04	64,642 55	896 46	65,519 01
4,630 79	21,240 25	10,670 86	10,569 39	.....	10,569 39
1,080,960 19	3,580,155 70	2,398,359 84	1,181,795 86	.....	1,181,795 86
\$60,449,321 27	\$213,998,745 96	\$143,361,445 67	\$70,634,300 31	\$6,375,595 64	\$77,009,895 95

ELEVATED STEAM.

\$69,330 94	\$1,825,336 79	\$1,080,527 67	\$794,799 12	\$9,326 61	\$604,125 73
245,243 65	879,866 63	560,199 48	319,727 15	541 83	320,268 98
4,964,566 88	10,695,978 50	5,425,348 33	5,270,630 17	140,000 00	5,410,630 17
3,576 80	13,730 53	11,028 31	2,702 27	.....	2,702 27
65,468 99	h ..........	.....	.....	.....	.....
\$6,068,105 26	\$13,414,922 50	\$7,027,063 79	\$6,387,858 71	\$149,368 44	\$6,537,227 15

TABLE A—
ROADS IN OPERATION—
Comparative Statement of Gross Earnings from Operations, Operating Income from all sources, for years

"d" denotes

NAME OF ROAD.	1891.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Albany	\$188,588 75	\$145,555 47	\$43,033 28	\$162 40
Amsterdam	17,782 75	12,752 59	5,030 16	.....
Atlantic Avenue	478,062 48	449,768 98	28,293 50	60,252 42
Auburn City	20,135 61	18,416 40	1,719 21	179 97
Babylon	805 95	1,178 71	d 872 76	.....
Binghamton	39,148 18	28,904 82	10,243 36	1,881 78
Binghamton and Port Dickinson	12,865 47	11,180 00	1,735 47	.....
Broadway (Brooklyn)	394,673 67	314,192 16	80,481 51	3,233 84
Brooklyn, Bushwick and Queens Co.	62,797 22	82,183 96	d 19,386 74	.....
Brooklyn, Bushwick & Queens Co. (Rec.) .....	.....	.....	.....	.....
Brooklyn City	3,566,456 48	\$,774,305 75	792,150 73	553 70
Brooklyn City and Newtown	414,575 17	308,708 21	106,171 96	675 00
Brooklyn Heights	n.....	.....	.....	.....
Buffalo	830,684 74	557,234 86	273,449 88	.....
Canandaigua	4,401 56	4,550 78	d 149 22	.....
Central City	11,675 52	7,679 36	3,996 16	276 00
Central Crosstown	521,808 05	362,557 24	159,250 71	3,811 08
Central Park, North and East River	778,012 75	576,525 15	201,487 60	13,064 89
City of Poughkeepsie	19,580 50	16,209 46	3,371 04	.....
Coney Island and Brooklyn	259,614 18	217,714 26	41,899 97	2,058 55
Cortland and Homer	9,944 60	8,484 96	1,459 64	50 60
Court Street and East End	10,287 25	11,134 41	d 867 16	.....
Crosstown (Buffalo)	994 73	.....	994 73	.....
Deerfield and Utica	4,114 80	3,501 19	618 77	.....
Dry Dock, E. Broadway & Battery	780,694 60	523,879 96	257,314 64	18,102 85
Dunkirk and Fredonia	11,822 48	6,999 57	5,122 91	539 20
Eighth Avenue	729,305 00	522,752 83	206,552 17	15,988 30
Elmira and Horseheads	50,874 16	38,687 34	12,206 82	893 84
Flushing and College Point	4,573 01	3,225 82	1,349 19	.....
Forty-second St. & Grand St. Ferry	446,086 32	256,400 78	189,685 54	5,428 33
Forty-second St., Man. & St. Nic. Av.	549,772 25	406,544 10	143,228 15	2,380 65
Frankfort and Ilion	4,095 25	2,850 35	1,244 90	102 00
Fulton and Oswego Falls	3,449 67	4,316 58	d 866 91	.....
Glens Falls, S. Hill & Ft. Edward	17,569 72	15,291 45	2,278 27	257 50
Harlem Bridge, Morrisania & Ford	182,781 91	180,964 57	1,817 34	775 00
Herkimer and Mohawk	6,662 63	4,737 68	1,924 95	.....
Houston, W. St. & Pavonia Ferry	1,998,596 46	1,361,004 01	647,592 45	7,887 96
Hudson Electric	11,737 84	5,922 42	5,815 42	.....
Huntington	4,905 35	3,324 29	1,681 06	.....
Ithaca	5,846 57	4,283 98	1,662 59	.....
Jamaica and Brooklyn	52,040 36	39,548 74	12,691 62	1,817 92
Jamestown	15,895 89	12,857 22	3,038 67	190 16
Johnstown, Gloversville & Kingsboro	6,396 47	5,653 19	733 28	1,757 20
Kingston City	29,996 63	22,729 40	7,267 23	.....
Larchmont	3,319 40	3,021 87	297 53	20 00
Lockport	4,447 34	7,550 38	d 3,103 04	212 74
Long Island City and Newtown	28,186 85	16,630 95	6,555 90	1,500 00
Metropolitan Crosstown .....	.....	.....	.....	.....
Mohawk and Ilion	6,504 82	3,366 79	3,138 03	50 00
Mount Vernon and East Chester	c.....	.....	.....	.....

GROSS INCOME OF STREET ROADS.

11

(Continued).

SURFACE STREET.

ting Expenses, Net Earnings, Income from other sources, and Gross ending June 30, 1891 and 1892.

deficiency.

Gross income from all sources.	1892				
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
\$48,185 68	\$263,952 69	\$161,111 43	\$102,841 26	\$1,940 24	\$104,781 50
5,080 16	43,301 95	31,247 30	12,054 65	.....	12,054 65
88,535 92	777,628 67	700,640 64	77,018 23	111,440 79	188,459 02
1,890 18	32,551 93	25,618 90	6,933 03	330 40	7,263 43
d 372 76	847 90	1,396 00	d 548 10	.....	d 548 10
12,125 14	45,294 92	31,359 42	13,935 50	1,811 71	14,637 21
1,735 47	27,491 75	11,637 00	15,854 55	.....	15,854 55
83,715 35	436,775 33	328,134 51	98,640 82	3,966 41	102,607 23
d 19,326 74	23,876 50	28,640 46	d 4,763 96	.....	d 4,763 96
.....	j 35,721 93	44,820 92	d 9,098 99	.....	d 9,098 99
792,704 43	3,797,295 36	2,915,509 74	871,785 62	50,724 95	922,510 57
106,846 96	434,753 38	315,238 17	119,515 16	.....	119,515 16
.....	l 13,254 18	8,105 01	5,129 17	300 00	5,429 17
d 273,449 96	935,195 37	689,559 37	d 295,606 00	23,711 68	319,317 68
149 22	4,231 51	4,425 69	d 194 18	.....	d 194 18
4,272 16	m.....	.....	.....	.....	.....
162,561 79	534,150 55	364,728 33	159,422 22	4,211 75	163,633 97
214,552 49	813,317 10	561,974 84	221,342 26	13,570 13	234,912 39
3,371 04	20,017 86	16,656 80	3,361 06	.....	3,361 06
43,938 42	236,405 23	207,171 81	79,233 42	844,57	80,077 99
1,510 24	10,219 40	8,415 87	1,803 53	.....	1,803 53
d 867 16	11,441 60	12,528 76	d 1,087 16	.....	d 1,087 16
934 73	106,351 15	71,549 65	36,801 30	728 55	37,529 85
61' 77	4,132 40	2,968 12	1,136 28	.....	1,136 28
273,417 49	737,860 70	547,568 14	190,292 56	13,151 58	203,444 14
5,662 '1	14,945 46	8,840 02	6,105 44	293 90	6,399 34
222,540 47	772,938 35	546,039 43	226,898 92	11,706 79	238,605 71
13,100 16	70,180 21	55,419 75	14,760 46	2,284 50	17,044 96
1,349 19	16,823 68	22,943 46	d 6,119 73	.....	d 6,119 73
196,113 57	457,840 52	260,074 91	197,765 61	11,463 81	209,229 42
145,567 80	614,936 50	461,248 19	153,688 31	2,430 52	156,118 83
d 1,346 90	3,835 81	2,427 18	1,408 63	93 02	1,501 65
966 91	4,451 82	3,213 61	1,238 21	.....	1,238 21
2,535 77	33,809 84	30,395 28	13,414 56	139 63	13,554 19
d 2,592 34	178,646 46	161,373 51	17,272 95	.....	d 17,272 95
1,924 95	7,303 48	3,306 30	3,995 18	164 00	4,159 18
655,480 41	2,261,993 46	1,564,524 10	697,459 36	14,382 75	711,842 11
5,815 42	18,048 58	10,390 43	7,668 15	.....	7,668 15
1,661 06	6,189 54	3,627 18	2,561 36	.....	2,561 36
d 1,062 59	5,686 32	4,380 95	1,306 37	.....	d 1,306 37
14,509 54	68,777 68	47,909 64	20,868 04	743 50	21,611 54
3,228 63	52,677 84	51,251 52	1,426 32	662 60	2,088 92
2,490 48	15,420 11	11,567 08	3,853 03	98 00	3,951 03
7,267 23	31,806 01	22,767 71	9,038 30	.....	9,038 30
d 317 53	3,209 75	3,021 81	187 94	.....	d 187 94
2,800 30	n.....	.....	.....	.....	.....
8,065 90	23,980 36	22,336 14	1,644 22	2,866 20	4,510 42
.....	159,539 44	107,067 45	52,481 99	.....	52,481 99
8,186 03	6,548 45	3,524 99	3,023 46	119 01	3,142 47
.....	16,161 30	14,185 55	1,975 75	.....	1,975 75

TABLE

ROADS IN OPERATION —

*Comparative Statement of Deductions from Gross Income (Interest,
June 30,**"d" denotes*

NAME OF ROAD.	. 1891.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.
Addison and Pennsylvania	\$36,147 11	.....	\$1,200 63	\$37,347 74
Adirondack .....	.....	.....	5,591 22	5,591 22
Albany and Susquehanna .....	.....	\$987,250 64	150,017 89	1,137,268 53
Allegheny and Kinzua	12,729 15	.....	400 43	13,129 58
Attica and Freedom .....	.....	.....	.....	.....
Bath and Hammondsport	11,583 79	.....	1,126 20	12,709 99
Boston and Albany	662,900 00	78,000 00	589,941 55	1,330,841 55
Bradford, Eldred and Cuba	34,973 07	.....	9 05	35,982 12
Brooklyn, Bath and West End	29,792 25	.....	3,917 44	33,709 70
Brooklyn and Brighton Beach	36,280 86	.....	39,413 74	75,694 10
Brooklyn and Rockaway Beach	4,340 00	.....	1,228 39	5,578 39
Buffalo, Rochester and Pittsburgh	512,198 52	.....	165,174 08	677,372 55
Carthage and Adirondack	60,671 68	.....	4,179 39	64,851 07
Catskill Mountain	2,500 00	2,700 00	3,224 75	8,424 75
Central New England and Western	95,112 68	73,862 57	18,147 16	187,122 41
Chateaugay .....	.....	12,000 00	2,760 79	14,760 79
Chautauque Lake	1,321 32	.....	6,135 04	7,456 36
Clove Branch .....	.....	.....	393 14	393 14
Connecting Terminal	25,000 00	.....	8,617 27	33,617 27
Cooperstown and Charlotte Valley	8,915 83	.....	2,593 22	11,509 07
Corning, Cowanesque and Antrim .....	.....	150,000 00	9,962 17	159,962 17
Danville and Mt. Morris .....	.....	.....	.....	.....
Delaware, Lackawanna & Western .....	.....	2,141,682 67	162,583 22	2,304,265 89
Dunkirk, Allegany Vally & Pittsb'gh .....	.....	.....	10,492 91	10,492 91
Elmira, Cortland and Northern	49,978 62	18,000 00	23,082 59	91,061 21
Elmira and Lake Ontario .....	.....	.....	42,516 95	42,516 95
Elmira and Williamsport .....	.....	151,500 00	29,600 75	181,100 75
Fitchburg	889,284 26	274,980 00	215,927 27	1,380,191 53
Fonda, Johnstown and Gloversville	33,035 00	.....	11,430 97	44,465 97
Grand View Beach	960 00	.....	12 60	972 60
Greenwich and Johnsonville .....	.....	.....	1,093 09	1,093 09
Herkimer, Newport and Poland	2,656 98	.....	1,526 11	4,183 04
Island	24,000 00	.....	6,381 48	30,381 48
Kaaterskill	4,554 41	.....	638 77	5,193 18
Kanona and Prattsburgh .....	.....	.....	367 73	367 73
Keesv., Aus. Chasm & Lake Cham	1,950 00	.....	522 32	2,472 32
Kinderhook and Hudson	1,875 00	.....	225 94	2,100 93
Lake Champlain and Moriah .....	.....	.....	4,040 24	4,040 24
Lackawanna and Pittsburgh .....	.....	.....	.....	.....
Lake Shore and Michigan Southern	3,218,465 00	537,353 40	495,902 16	4,251,719 56
Lebanon Springs .....	.....	.....	239 16	239 16
Lehigh and Hudson River	111,143 07	.....	4,862 58	115,995 65
Lehigh Valley .....	.....	.....	39,735 01	39,735 01
Long Island	553,234 35	175,682 38	131,276 59	860,093 32
Mahopac Falls	0	.....	.....	.....
Marine .....	.....	.....	555 30	555 30
Middleburgh and Schoharie	1,080 00	.....	490 14	1,570 14
Middletown, Unionv. & Water Gap	20,000 00	.....	2,047 75	22,047 75
Mount McGregor	3,000 00	.....	1,197 68	4,197 68
Newburgh, Dutchess and Conn	15,451 03	.....	6,102 15	21,553 18
New Jersey and New York	29,000 04	11,400 00	3,399 11	43,799 15
New York and Canada .....	.....	236,521 80	68,717 42	305,239 22
New York Central and Hudson Riv	3,854,968 11	4,452,100 24	2,260,997 47	10,568,065 82

NET INCOME OF STEAM ROADS.

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B.

SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

1892.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
d \$7,512 11	\$39,884 81	.....	\$822 46	\$30,707 27	\$14,843 26
46,274 24	.....	.....	5,410 75	5,410 75	38,272 73
396,305 92	.....	\$987,573 87	189,044 74	1,176,618 11	505,053 03
10,541 81	14,350 51	.....	1,072 90	15,423 41	d 11,601 00
.....	a 812 50	.....	55 87	867 87	d 1,656 00
2,153 70	11,072 41	.....	1,136 57	12,208 98	1,121 47
1,667,571 47	517,096 87	78,000 00	601,895 15	1,196,961 82	1,865,066 97
d 35,697 12	33,617 28	.....	9 4 88	34,552 11	d 37,019 94
d 14,948 56	31,083 45	.....	5,080 18	36,173 63	d 32,973 42
d 26,132 23	38,001 44	.....	43,924 68	81,926 12	d 43,478 06
25,434 59	5,711 67	.....	2,040 79	7,752 46	17,587 87
74,462 29	542,491 39	.....	180,854 13	723,445 45	193,594 48
d 9,994 36	61,567 68	.....	5,685 69	67,253 37	d 18,990 13
d 8,883 80	2,500 00	.....	2,700 00	7,985 50	11,791 50
d 5,189 42	725 12	60,807 04	30,000 00	91,534 16	d 1,096 88
66,180 74	.....	12,000 00	32,651 56	15,261 56	85,293 87
d 6,154 73	2,683 64	.....	3,519 54	6,202 18	770 54
1,080 93	.....	.....	376 35	376 35	d 272 16
30,911 98	25,500 00	.....	7,860 03	32,860 05	77,641 71
6,085 11	8,844 60	.....	1,548 98	10,893 58	d 4,100 64
38,347 30	.....	150,000 00	17,855 01	167,855 01	117,997 09
1,632,569 35	b	2,174,996 00	223,680 65	2,398,676 65	d 2,384 04
60,662 37	.....	.....	9,780 76	9,780 76	1,653,191 51
50,771 29	49,653 74	18,000 00	19,920 34	87,574 08	74,074 41
d 86,540 42	.....	.....	31,085 55	31,085 55	d 51,590 36
d 24,362 30	.....	151,500 00	14,273 47	165,772 47	d 41,060 01
553,274 33	964,063 65	260,930 00	224,081 39	1,449,125 04	81,149 40
55,518 08	32,917 00	.....	10,732 26	43,569 26	796,982 55
912 25	11,920 00	.....	591 00	12,511 00	56,5 2 13
11,860 84	.....	.....	1,047 29	1,047 29	d 7,341 18
d 8,996 23	48 00	.....	1,577 21	1,425 21	13,284 35
2,553 18	24,000 00	.....	12,094 04	36,096 04	18,620 00
206 92	4,680 00	.....	702 60	5,382 60	d 8,958 47
4,027 06	.....	.....	642 54	642 54	d 496 98
702 12	1,950 00	.....	641 80	2,591 80	d 4,734 47
13,957 06	17,325 00	.....	7,874 30	25,199 30	d 476 63
20,892 91	.....	.....	3,587 41	3,587 41	1,417 44
709 13	.....	.....	300 54	300 54	19,088 24
3,386,567 38	3,196,127 50	600,510 21	513,179 19	4,309,816 90	d 280 72
d 3,732 45	562 50	.....	841 09	1,403 59	8,917,900 66
33,703 18	138,178 96	.....	7,820 37	135,499 33	d 9,700 65
66,165 20	.....	.....	3,151 58	3,151 58	62,096 92
733,163 62	585,590 13	178,604 38	245,092 92	1,007,277 38	73,927 94
.....	.....	.....	.....	.....	623,183 55
345 53	.....	.....	809 94	809 94	2,190 30
495 79	1,080 00	.....	455 55	1,535 55	d 8,640 77
8,905 74	20,000 00	.....	1,936 86	21,936 86	d 2,655 73
4,223 98	3,000 00	.....	1,341 62	4,241 62	d 7,841 09
8,903 74	17,327 28	.....	6,449 48	23,776 76	d 1,905 15
8,415 64	29,000 04	11,400 00	3,161 57	43,561 61	17,597 90
63,696 90	.....	296,797 60	74,666 49	310,764 09	d 3,660 95
3,649,398 55	3,987,818 13	5,308,708 64	1,989,349 91	11,280,871 68	d 92,287 10
.....	.....	.....	.....	.....	4,533,631 39

TABLE B—

ROADS IN OPERATION—

*Comparative Statement of Deductions from Gross Income (Interest,
June 30,*

"d" denotes

NAME OF ROAD.	1891.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and misel- laneous.	Total deductions.
N. Y. C. Hud. River and Ft. Orange.....			\$32 17	\$32 17
New York, Chicago and St. Louis.....	\$782,510 00		229,060 88	1,011,570 88
New York, Lake Erie and Western.....	5,180,497 86	\$4,089,278 88	1,007,439 62	10,277,215 86
New York and Massachusetts.....			9,159 85	9,159 85
Penn. and New England.....	1,083,243 40	346,923 51	354,406 22	1,799,573 13
N. Y., New Haven and Hartford.....	80,000 00	984,060 50	616,922 87	1,650,983 37
New York and Northern.....	80,000 00		41,832 54	101,832 54
New York, Ontario and Western.....	458,934 97	169,965 71	99,727 94	728,618 62
New York and Rockaway Beach.....	88,600 00		2,738 39	41,738 39
New York and Sea Beach.....	15,900 62		3,960 47	19,861 09
Northern Adirondack.....			35,211 79	35,211 79
Ogdensburg and Lake Champlain.....	230,065 28	4,083 39	29,571 17	263,739 77
Orange County.....			735 17	735 17
Owasco River.....	493 54		479 59	973 04
Penn., Poughkeepsie and Boston.....	194,075 92		60,042 96	254,118 88
Philadelphia and Reading.....				
Port Jervis, Monticello & N. York.....	25,087 66		3,687 93	28,725 59
Prospect Park and Coney Island.....	70,469 31	13,000 00	2,532 75	85,992 06
Rensselaer and Saratoga.....		940,718 00	159,375 62	1,100,093 62
Rochester and Glen Haven.....	5,047 00		1,235 68	6,272 68
Rochester, Hornellsville and Lack.....			624 92	624 92
Rochester and Lake Ontario.....			1,783 37	1,783 37
Rome, Watertown and Ogdensburg.....	442,308 08	224,769 99	101,419 36	768,587 38
Schoharie Valley.....	2,400 00		400 63	2,800 63
Seneca Electric.....	2,400 00		232 67	2,632 67
Seneca Falls and Cayuga Lake.....				
Silver Lake.....	12,067 96		757 33	12,815 31
Skaneateles.....	684 00		334 56	1,518 56
Southern Central.....	199,312 63		18,593 34	217,906 97
Staten Island Rapid Transit.....	193,650 69	20,500 00	23,600 00	297,850 69
Sterling Mountain.....	1,558 28		822 50	2,380 78
Stony Clove and Catskill Mountain.....	10,560 54		1,848 56	12,409 10
Syracuse and Baldwinsville.....				
Syracuse, Binghamton, and N. Y.....	187,620 00		37,218 13	174,838 13
Syracuse, Geneva and Corning.....		223,024 30	9,547 90	232,572 20
Tioga.....	50,475 00	14,794 00	2,439 04	67,708 04
Tonawanda Valley and Cuba.....				
Ulster and Delaware.....	72,284 56		21,268 17	93,552 73
United States and Canada.....	11,384 54		2,163 33	13,547 87
Wallkill Valley.....	27,124 00		5,546 79	32,670 79
Wellsville, Coudersp't & Pine Creek.....	900 00			900 00
Western, N. Y. and Pennsylvania.....	1,520,502 06		86,851 51	1,607,353 57
			*6,067,549 96	
			1,427,472 92	
	\$21,264,315 48	\$16,354,120 41	\$7,515,022 88	\$45,133,458 77

* Taxes.

NET INCOME OF STEAM ROADS.

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(Continued).

SURFACE STREAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

1892.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
\$581 11	.....	.....	\$19 88	\$19 88	\$378 88
232,145 90	\$778,300 00	.....	248,001 04	1,086,391 04	212,588 95
709,377 14	5,101,886 78	\$4,322,528 44	1,158,059 90	10,481,985 16	1,004,285 23
d 17,965 4	1,680 00	.....	9,636 70	11,816 70	23,011 90
222,554 84	1,097,987 03	475,476 51	287,074 08	1,860,587 62	d 190,066 98
1,902,095 51	80,000 00	981,684 54	605,962 92	1,667,647 46	2,162,280 89
d 5,353 78	137,785 41	.....	47,589 05	185,374 46	d 84,509 61
109,497 82	425,702 41	176,584 81	101,290 58	773,577 75	207,019 28
8,422 96	38,600 00	.....	3,408 55	42,008 55	6,487 81
2,390 24	15,834 04	.....	5,279 65	21,113 69	24,202 73
47,748 27	16,880 00	.....	23,815 21	40,435 21	70,568 33
d 42,877 41	230,042 85	3,500 00	30,609 59	264,152 44	32,057 87
8,574 56	.....	.....	683 88	683 88	5,198 54
d 8,375 89	539 76	.....	452 69	992 45	d 390 13
290,923 21	175,648 59	.....	61,548 88	237,192 47	d 253,920 66
.....	f 6,448,288 54	6,311,229 66	599,341 98	13,358,860 18	393,712 02
d 20,154 23	25,790 91	.....	3,799 50	29,580 41	d 13,924 88
18,136 13	73,138 83	13,000 00	4,079 98	90,218 26	d 19,760 58
d 186,216 54	.....	1,006,097 99	172,785 87	1,178,888 86	d 187,210 76
d 3,158 91	c	.....	.....	.....	.....
1,027 73	.....	.....	543 34	543 34	d 8,414 41
10,752 48	.....	.....	1,516 44	1,516 44	7,473 53
473,945 66	g	.....	.....	.....	.....
287 76	2,400 00	.....	308 48	2,708 48	188 67
1,359 09	2,400 00	.....	345 97	2,745 97	1,450 86
.....	c	.....	.....	.....	.....
27,472 91	11,990 70	.....	922 65	12,913 35	43,218 11
6,420 07	1,167 00	.....	896 95	2,063 95	7,064 88
d 127,767 59	e 71,375 00	.....	3,385 42	74,661 42	d 20,419 68
48,476 00	196,881 58	80,600 00	24,000 00	301,431 58	52,809 18
2,013 08	.....	.....	698 60	698 60	3,396 52
8,891 65	10,500 00	.....	1,882 76	12,382 76	12,404 70
.....	3,298 50	.....	655 73	3,949 23	d 3,906 27
222,464 59	137,610 00	.....	39,500 68	177,120 68	235,384 34
d 55,107 56	.....	268,661 88	8,970 76	277,632 14	d 28,081 88
41,325 58	50,475 00	14,794 00	5,798 26	71,067 25	104,244 43
140 59	.....	.....	.....	.....	.....
46,332 40	69,650 00	.....	18,288 82	87,918 82	42,276 57
d 21,267 98	11,979 01	.....	2,347 70	14,326 77	d 17,190 58
4,264 80	17,500 00	.....	5,416 29	22,916 29	42,602 72
3,700 79	1,235 00	.....	351 85	1,586 35	8,983 04
526,398 38	1,540,396 80	.....	86,772 87	1,627,169 67	d 445,373 81
.....	.....	.....	*\$6,264,158 96	.....	.....
.....	.....	.....	1,765,222 14	.....	.....
5,815,922 50	\$27,246,668 17	\$23,781,029 52	\$8,029,881 10	\$59,067,073 79	\$17,952,822 16

* Taxes.

TABLE B—
ROADS IN OPERATION—
Comparative Statement of Deductions from Gross Income (Interest,
June 30,
"d" denotes

NAME OF ROAD.	1891.			
	Interest due and accrued.	Rentals of leased lines	Taxes and miscellaneous.	Total deductions.
Brooklyn.....	\$507,474 17	\$105,500 00	\$12,605 70	\$625,579 87
Kings County.....	186,501 87	2,000 00	5,548 70	194,045 07
Manhattan.....	1,897,494 02	10,000 00	480,488 50	2,387,982 52
Sea View.....	1,650 00		1,064 70	2,714 70
Suburban Rapid Transit.....			22,735 61	22,735 61
			*\$522,322 00 116 21	
	\$2,593,119 56	\$117,500 00	\$522,438 21	\$3,233,057 77

* Taxes

SURFACE

Albany.....	\$26,038 51		\$7,089 42	\$33,128 93
Amsterdam.....	4,500 00		101 04	4,601 04
Atlantic Avenue.....	63,028 07		19,125 72	82,153 79
Auburn City.....			243 43	243 43
Babylon.....				
Binghamton.....	10,920 00		1,038 78	11,958 78
Binghamton and Port Dickinson.....		\$3,000 00		3,000 00
Broadway (Brooklyn).....	17,500 00		15,461 81	32,961 81
Brooklyn, Bushwick & Queens Co.	15,000 00		1,220 10	16,220 10
B'klyn, Bushw'k & Queens Co. (Rec.)				
Brooklyn City.....	126,573 79		175,689 11	302,262 90
Brooklyn City and Newtown.....	63,857 76		12,008 80	75,866 56
Brooklyn Heights.....				
Buffalo.....	151,877 67		21,288 38	173,166 05
Canandaigua.....	1,200 00		200 51	1,400 51
Central City.....			1,000 77	1,000 77
Central Crostown.....	15,000 00	63,300 00	41,892 08	120,192 08
Central Park, North and East River	84,000 00		42,762 83	126,762 83
City of Poughkeepsie.....	577 90		585 86	1,163 26
Coney Island and Brooklyn.....	30,907 74		9,960 73	40,868 47
Cortland and Homer.....			517 24	517 24
Court Street and East End.....			405 84	405 84
Crostown (Buffalo).....			109 83	109 83
Deerfield and Utica.....	545 27		37 27	632 54
Dry Dock, E. Broadway and Battery	127,800 00		42,362 40	170,162 40
Dunkirk and Fredonia.....	54 87		790 43	795 30
Eighth Avenue.....	60,000 00		35,108 90	95,108 90
Elmira and Horseheads.....	16,417 50		1,429 10	17,846 60
Flushing and College Point.....	681 81			681 81
Forty-sec'd St. & Grand St. Ferry..	16,520 00		35,208 82	51,728 82
Forty-sec'd St., Man. & St. Nic. Av.	77,067 23		43,881 06	120,948 29
Frankfort and Ilion.....			210 24	210 24
Fulton and Oswego Falls.....	900 00		110 56	1,000 56
Glens Falls, S. Hill and Ft. Edward.	1,440 00		646 58	2,086 58
Harlem Bridge, Morr'a & Fordham.	4,296 00		7,522 69	11,818 69
Herkimer and Mohawk.....			422 61	422 61
Houston, West St. & Pavonia Ferry.	33,495 00	443,750 00	187,710 98	664,955 98
Hudson Electric.....	2,000 00		58 68	2,058 68
Huntington.....	1,354 00		13 49	1,367 49
Ithaca.....	1,200 00		106 62	1,306 62

(Continued).

ELEVATED STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

1892.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
\$143,787 07	\$631,275 02	.....	\$30,100 86	\$661,375 38	\$142,750 35
51,296 58	217,732 86	\$2,000 00	37,904 91	237,697 77	62,571 21
2,596,583 36	1,907,083 22	10,000 00	497,595 15	2,414,917 37	2,996,712 80
672 10	1,338 47	.....	513 26	3,141 73	560 54
42,733 38	h.....	.....	.....	.....	.....
\$2,885,047 49	\$2,757,385 57	\$12,000 00	*\$566,743 68	\$3,336,132 25	\$3,301,594 90

* Taxes.

STREET.

\$10,072 75	\$36,355 92	\$6,326 00	\$14,533 66	\$59,215 58	\$45,665 92
429 12	4,500 00	.....	578 74	5,078 74	6,975 91
6,382 13	106,157 56	.....	27,835 75	133,988 31	54,475 71
1,665 75	17,291 44	.....	443 56	17,735 00	10,471 57
d 872 76	.....	.....	.....	.....	d 548 10
171 36	8,074 70	.....	1,394 78	9,469 48	5,167 73
d 1,164 58	.....	3,800 00	.....	3,800 00	12,554 55
50,753 54	17,500 00	.....	15,607 56	33,102 56	69,504 07
d 35,606 84	i 4,809 79	.....	419 34	5,229 08	d 9,992 09
.....	j 8,773 54	.....	870 75	9,644 29	d 18,743 28
490,501 53	246,872 04	.....	151,662 88	398,534 92	532,975 65
31,186 40	61,173 87	.....	11,102 56	72,778 48	47,226 73
.....	5,069 04	.....	733 97	5,823 01	d 398 84
100,289 88	264,088 74	.....	36,307 18	290,395 92	28,921 76
d 1,549 73	1,200 00	.....	178 30	1,378 30	d 1,567 48
3,271 39	in.....	.....	.....	.....	.....
42,379 76	15,000 00	63,300 00	42,167 09	120,467 09	43,166 88
87,789 66	84,000 00	.....	18,185 58	102,185 58	132,726 81
2,307 78	600 00	.....	619 99	1,219 99	2,741 07
3,069 96	34,103 50	.....	12,475 55	46,579 05	33,496 94
903 00	.....	.....	474 82	474 82	1,328 71
d 1,273 00	.....	.....	344 35	344 35	d 1,431 51
834 90	17,044 84	.....	7,468 36	24,513 20	13,016 65
d 18 77	603 08	.....	106 34	709 32	426 96
105,255 09	194,900 00	.....	48,686 40	168,486 40	34,957 74
4,876 81	905 72	.....	762 67	1,668 39	4,730 95
127,431 57	60,000 00	.....	38,042 01	98,042 01	140,568 70
d 4,746 44	20,022 55	.....	2,195 73	22,218 28	d 5,173 32
667 88	5,568 85	.....	1,111 59	6,680 42	12,800 30
143,885 05	16,320 00	.....	48,911 38	65,481 38	d 143,798 04
24,649 51	77,083 33	.....	56,467 56	133,550 80	22,567 94
1,136 66	.....	.....	199 91	199 91	1,301 74
1,687 47	900 00	.....	91 49	994 89	248 32
449 19	6,469 86	.....	911 93	7,381 79	6,172 40
9,232 35	5,302 50	.....	8,385 30	13,687 70	3,585 25
1,502 34	.....	.....	428 83	428 83	3,730 85
9,475 52	33,495 00	453,063 38	183,132 76	669,711 09	42,131 02
3,756 74	2,400 00	.....	575 84	2,975 84	4,692 31
513 57	1,304 00	.....	202 92	1,506 92	1,054 44
246 04	1,300 00	.....	23 43	1,228 43	76 94

TABLE B—

ROADS IN OPERATION—

*Comparative Statement of Deductions from Gross Income (Interest,**June 30,**"d" denotes*

NAME OF ROAD.	1891.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.
Jamaica and Brooklyn	\$19,750 00	.....	\$107 11	\$19,857 11
Jamestown	1,500 00	.....	471 99	1,971 99
Johnstown, Glov. and Kingsboro	50 00	.....	595 65	645 65
Kingston City	1,910 00	.....	896 77	2,806 77
Larchmont .....	.....	.....	157 90	157 90
Lockport	1,424 24	.....	128 58	1,552 82
Long Island City and Newtown	12,000 00	.....	821 79	12,821 79
Metropolitan Crosstown .....	.....	.....	.....	.....
Mohawk and Ilion .....	.....	.....	287 92	287 92
Mount Vernon and East Chester .....	.....	.....	.....	.....
Newburgh	7,580 45	.....	468 37	8,048 82
New Rochelle Ry. and Transit Co. .....	.....	.....	.....	.....
New York and Harlem .....	.....	.....	27,069 88	27,069 88
Niagara Falls & Suspension Bridge .....	.....	.....	866 60	866 60
Ninth Avenue .....	.....	.....	25,751 73	25,751 73
North and East Greenbush	1,235 50	.....	208 82	1,439 32
Ogdensburg .....	.....	.....	188 70	188 70
Olean .....	.....	.....	274 59	274 59
Oneida	158 61	.....	209 51	368 12
Oneida Street (Utica) .....	.....	.....	48 95	48 95
Oneonta	1,104 91	.....	2,244 39	3,349 30
Oswego	375 00	.....	207 90	582 90
Pelham Park	1,980 00	.....	722 50	2,662 50
People's (Syracuse)	18,400 00	.....	3,218 91	21,618 91
Prospect Pk & Con. Ind. (City Div.)	250 00	\$21,000 00	7,586 41	29,086 41
Prospect Park and Flatbush	900 00	.....	107 18	1,007 18
Rochester	154,500 00	.....	26,184 91	180,684 91
Rochester Electric .....	.....	.....	1,902 07	1,902 07
Rockaway Village .....	.....	1,250 00	.....	1,250 00
Rome	7,656 52	.....	516 52	7,973 04
Saratoga Electric	4,250 00	.....	.....	4,250 00
Schenectady	1,800 00	.....	167 75	1,967 75
Sea Cliff Inclined Cable	120 00	.....	130 00	250 00
Second Avenue	90,499 92	.....	50,893 57	141,393 49
Sixth Avenue	20,000 00	.....	48,000 00	68,000 00
South Brooklyn Central	17,925 00	.....	2,512 55	20,437 55
Steinway and Hunter's Point	30,420 31	1,751 98	3,365 71	35,537 94
Stillwater and Mechanicville	1,023 42	.....	288 08	1,261 50
Syracuse Consolidated	55,988 78	.....	3,586 39	59,575 17
Syracuse and Onondaga .....	.....	.....	592 50	592 50
Syracuse Eastw'd H'ts & DeWitt .....	.....	.....	.....	.....
Third Avenue	188,809 36	.....	78,144 72	266,954 08
Tonawanda Electric .....	.....	.....	.....	.....
Troy City	2,880 00	.....	746 70	3,126 70
Troy and Lansingburgh	19,068 30	0,350 00	7,737 07	27,155 37
Twenty-third Street	26,350 00	62,500 00	50,490 52	148,340 52
Utica Belt Line	28,228 61	15,000 00	2,246 90	45,485 51

NET INCOME OF STREET ROADS.

21

(Continued).

SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

		1892.				
	Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
d	\$5,347 57	\$20,750 00	.....	\$790 02	\$21,540 02	d \$71 52
	1,255 84	1,500 00	.....	1,022 70	2,522 70	d 433 73
	1,844 83	50 00	.....	544 83	594 83	d 3,356 20
	4,480 46	1,910 00	.....	875 90	2,735 90	d 6,253 40
	159 63	.....	.....	86 42	86 42	d 101 52
d	4,443 12	n.....	.....	.....	.....	d.....
d	4, 65 89	13,500 00	.....	1,216 16	14,716 16	d 10,305 74
	.....	30,000 00	.....	15,261 24	45,261 24	d 7,220 75
	2,900 11	.....	.....	331 26	331 26	d 2,811 21
	.....	.....	.....	721 06	721 06	d 1,254 69
d	8,331 20	6,047 86	.....	380 45	6,428 31	d 5,630 76
d	2,414 99	c.....	.....	.....	.....	d.....
	279,366 62	.....	.....	33,864 82	33,864 82	d 302,556 62
	3,849 68	3,210 00	.....	1,208 86	4,448 86	d 4,603 14
	24,497 72	.....	.....	11,554 20	11,554 20	d 15,305 73
d	4,905 57	o.....	.....	.....	.....	d.....
d	550 64	.....	.....	117 37	117 37	d 60 38
	1,716 75	7 88	.....	274 15	352 03	d 2,313 24
	255 74	119 24	.....	214 13	333 37	d 490 68
	653 85	.....	.....	23 45	23 45	d 297 73
d	9,421 24	636 05	.....	99 44	735 49	d 2,345 29
d	1,758 21	3,300 00	.....	155 01	3,355 01	d 1,826 71
	1,408 39	2,494 67	.....	430 31	2,924 98	d 736 66
	2,623 96	36,800 00	.....	4,480 03	41,280 03	d 7,460 99
d	7,323 99	p.....	.....	.....	.....	d.....
d	448 92	q.....	.....	.....	.....	d.....
	26,211 82	160,755 74	.....	33,29 27	209,055 01	d 68,364 51
	5,265 14	.....	.....	1,793 02	1,793 02	d 14,055 33
	24 96	1,250 00	.....	54 99	1,304 99	d 462 26
d	9,278 60	7,702 72	.....	126 64	7,829 36	d 7,687 13
d	4,613 86	n.....	.....	.....	.....	d.....
d	1,195 65	13,500 00	.....	411 70	13,911 70	d 2,40 64
d	294 91	80 00	.....	115 08	195 08	d 89 40
	74,609 57	90,499 92	.....	42,250 00	132,749 92	d 84,831 21
	164,663 71	.....	.....	31,116 76	31,116 76	d 90,627 86
d	1,345 60	p.....	.....	.....	.....	d.....
d	44,011 25	s 82,974 23	\$1,751 92	2,497 52	37,223 67	d 33,412 11
	130 22	1,045 00	.....	237 11	1,282 11	d 558 56
	896 76	66,051 94	.....	5,322 17	71,374 11	d 17,426 72
	901 98	m.....	.....	.....	.....	d.....
	307 09	n.....	.....	.....	.....	d.....
	351,411 99	r 177,300 00	.....	86,806 90	264,106 90	d 318,094 99
	.....	.....	.....	34 00	340 00	d 563 12
	3,064 93	2,880 00	.....	1,578 65	3,958 65	d 3,885 79
	143,037 85	17,222 85	6,350 00	8,775 20	32,343 05	d 158,329 93
	110,392 96	25,000 00	62,500 00	69,173 61	156,673 61	d 91,057 01
i	20,760 98	.....	.....	2,303 19	2,303 19	d 29,247 37

TABLE B—
ROADS IN OPERATION—
Comparative Statement of Deductions from Gross Income (Interest,
June 30,
"d" denotes

NAME OF ROAD.	1891.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.
Utica and Mohawk	\$3,759 78	.....	\$369 64	\$4,129 37
Van Brunt Street and Erie Basin....	1,500 00	.....	1,111 62	2,611 62
Watertown .....	.....	.....	.....	.....
Watervliet Turnpike and Railroad..	26,365 67	.....	4,505 82	30,871 49
Yonkers .....	.....	.....	810 10	810 10
			*\$238,676 22	
			132,908 14	
	\$1,704,391 95	\$617,901 92	\$1,071,579 36	\$3,393,873 23

* Taxes.

(For foot notes see Table A, corresponding notes.)

(Concluded).

SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1891 and 1892.

deficiency.

1892.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
\$513 44	\$4,755 25	.....	\$559 30	\$5,814 65	\$793 22
10,893 57	1,500 00	.....	913 67	2,418 67	13,580 46
1,013 37	5,867 95	.....	255 82	6,113 77	4,624 57
23,759 59	o, t 21,142 93	.....	4,564 89	25,707 82	4,071 53
d 416 65	.....	.....	.....	.....	2,140 58
			*\$1,089,500 74		
			55,275 61		
\$2,254,866 56	\$2,087,556 09	\$598,611 25	\$1,094,776 35	\$3,730,943 69	\$2,513,509 13

* Taxes.

TABLE

ROADS IN OPERATION—
Comparative Statement of Payments from Net Income (Dividends,

NAME OF ROAD.	1891.			
	DIVIDENDS DE- CLARED		Miscel- laneous.	Total payments.
	Rate.	Amount.		Surplus.
Addison and Pennsylvania.....
Adirondack	\$46,374 24
Albany and Susquehanna.....	396,306 92
Allegheny and Kinross.....	10,641 81
Attica and Freedom
Bath and Hammondsport.....	2,158 70
Boston and Albany	8	\$1,600,000 00	.....	\$1,600,000 00
Bradford, Eldred and Cuba.....	87,571 47
Brooklyn, Bath and West End.....
Brooklyn and Brighton Beach.....
Brooklyn and Rockaway B'ch.....	25,434 59
Buffalo, Roch. and Pittsburg.....	\$566 41	566 41
Carthage and Adirondack	78,896 88
Catskill Mountain	8,838 80
Cent. New England & Western.....
Chateaugay	66,180 74
Chautauqua Lake.....
Clove Branch	1,080 93
Connecting Terminal	6	1,200 00	.....	1,200 00
Cooperst'n & Charlotte Valley.....	6,026 11
Corn'g, Cowanesque & Antrim.....	33,247 20
Dansville and Mt. Morris.....
Delaware, Lack. & Western	1,532,569 85
Dunkirk, All'y Val'y & Pittsb'g.....	60,632 87
Elmira, Cortland & Northern.....	50,771 29
Elmira and Lake Ontario.....
Elmira and Williamsport.....
Fitchburg.....	3½	562,749 70	.....	562,749 70
Fonda, Johnstown & G'ville	10	30,000 00	.....	30,000 00
Grand View Beach.....	25,318 03
Greenwich and Johnsonville.....	12	14,160 00	.....	14,160 00
Herkimer, Newport & Poland Island	8,996 23
Kaaterskill.....	206 92
Kanona and Prattsburgh	4,027 06
Keesv., Aus. Chasm & Lk. Cham.....	702 12
Kinderhook and Hudson	13,827 06
Lake Champlain and Moriah	10	20,000 00	.....	20,000 00
Lackawanna and Pittsburgh.....	822 91
Lake Shore & Michigan South.....	3,268,672 50	.....	3,268,672 50
Lebanon Springs	769 13
Lehigh and Hudson River.....	67,594 88
Lehigh Valley.....	83,708 18
Long Island.....	4	480,000 00	.....	480,000 00
Mahopac Falls.....	253,163 62
Marine
Middleburgh and Schoharie
Middlet'n, Union, & Water Gap.....
Mount McGregor.....	8,963 74
Newburgh, Dutchess and Conn.....
New Jersey and New York
New York and Canada
N. Y. Central & Hudson River.....	4	3,577,132 00	.....	3,577,132 00
N. Y. C., Hud. R. & Ft. Orange.....	72,166 55
New York, Chicago & St. Louis.....	3½	175,000 00	98,748 10	268,748 10
	531 11

C.

SURFACE STEAM.

etc.), and Surplus or Deficiency for years ending June 30, 1891 and 1892.

1892.						
Deficiency.	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments.	Surplus.	Deficiency.
	Rate.	Amount.				
\$7,512 11					\$14,842 26	
					89,272 73	
					506,063 08	
						\$11,601 00
						1,656 00
					1,121 47	
		\$1,800,000 00		\$1,800,000 00	65,066 97	
35,697 12						87,019 64
14,948 86						82,973 42
28,182 23						43,478 06
					17,587 67	
	5	150,000 00		150,000 00	43,594 48	
9,994 36						18,990 13
5,189 42					11,791 50	
						1,096 36
					86,298 37	
6,154 73					770 54	
						272 16
	6	1,200 00		1,200 00	76,441 71	
						4,100 64
					117,997 09	
					1,663,191 51	2,384 04
			\$137,885 38	137,885 38		63,810 92
					51,500 36	
26,540 42						41,000 01
24,782 30					81,149 40	
9,475 37	4	649,237 60		649,237 60	137,745 05	
	10	20,000 00		20,000 00	26,512 18	
						7,341 18
2,779 16	8	9,440 00		9,440 00	3,844 35	
2,558 18					18,620 00	
						8,958 47
					4,734 47	493 98
						476 63
					1,417 44	
	10	20,000 00		20,000 00		961 76
						280 72
		3,268,672 50	611,433 61	3,880,106 11	37,094 57	
3,782 45						9,700 65
65,165 30					62,096 92	
	5	600,000 00		600,000 00	73,927 94	
					23,183 55	
					2,190 30	
345 53						8,640 77
426 79					2,655 78	
8,905 74						7,841 69
4,223 98						1,905 15
					17,597 30	
8,415 64						8,660 95
63,896 99						92,227 10
	5	4,471,415 00		4,471,415 00	62,216 39	
					37 8 88	
26,599 90	3	150,000 00	99,940 50	249,940 50		37,351 55

TABLE

ROADS IN OPERATION—

Comparative Statement of Payments from Net Income (Dividends,

NAME OF ROAD.	1891.				
	DIVIDENDS DE- CLARED		Miscel- laneous.	Total payments.	Surplus.
	Rate.	Amount.			
Addison and Pennsylvania.....					
Adirondack.....					\$46,274 24
Albany and Susquehanna.....					396,306 92
Allegheny and Kinzua.....					10,541 81
Attica and Freedom.....					
Bath and Hammondsport.....					2,153 70
Boston and Albany.....	8	\$1,600,000 00		\$1,600,000 00	87,571 47
Bradford, Eldred and Cuba.....					
Brooklyn, Bath and West End.....					
Brooklyn and Brighton Beach.....					
Brooklyn and Rockaway B'ch.....					25,434 59
Buffalo, Roch. and Pittsburg.....			\$566 41	566 41	78,896 88
Carthage and Adirondack.....					
Catskill Mountain.....					8,833 80
Cent. New England & Western.....					
Chateaugay.....					66,180 74
Chautauqua Lake.....					
Clove Branch.....					1,080 98
Connecting Terminal.....	6	1,200 00		1,200 00	29,711 88
Cooperst'n & Charlotte Valley.....					6,085 11
Corn'g, Cowanesque & Antrim.....					33,247 20
Dansville and Mt. Morris.....	5				1,892,569 86
Delaware, Lack. & Western.....					80,632 87
Dunkirk, All'y Val'y & Pittsb'g.....					50,771 29
Elmira, Cortland & Northern.....					
Elmira and Lake Ontario.....					
Elmira and Williamsport.....					
Fitchburg.....	3½	562,749 70		562,749 70	
Fonda, Johnstown & G'ville.....	10	80,000 00		80,000 00	25,318 03
Grand View Beach.....					912 25
Greenwich and Johnsonville.....	12	14,160 00		14,160 00	
Herkimer, Newport & Poland.....					8,996 23
Island.....					
Kaaterskill.....					206 92
Kanona and Prattsburgh.....					4,027 06
Keesv., Aus.Chasm & Lk.Cham.....					768 12
Kinderhook and Hudson.....					18,887 06
Lake Champlain and Moriah.....	10	20,000 00		20,000 00	822 91
Lackawanna and Pittsburg.....					769 13
Lake Shore & Michigan South.....		3,268,672 50		3,268,672 50	67,894 86
Lebanon Springs.....					
Lehigh and Hudson River.....					33,708 18
Lehigh Valley.....	6				
Long Island.....	4	480,000 00		480,000 00	253,168 62
Mahopac Falls.....					
Marine.....					
Middleburgh and Schoharie.....					
Middlet'n, Union & Water Gap.....					
Mount McGregor.....					
Newburgh, Dutchess and Conn.....					8,963 74
New Jersey and New York.....					
New York and Canada.....					
N. Y. Central & Hudson River.....	4	3,577,132 00		3,577,132 00	72,166 55
N. Y. C., Hud. R. & Ft. Orange.....					531 11
New York, Chicago & St. Louis.....	3½	175,000 00	98,748 10	268,748 10	

C.

SURFACE STEAM.

etc.), and Surplus or Deficiency for years ending June 30, 1891 and 1892.

1892.						
Deficiency.	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments.	Surplus.	Deficiency.
	Rate.	Amount.				
\$7,512 11					\$14,842 26	
					38,272 73	
					505,063 08	
						\$11,601 00
						1,056 00
					1,121 47	
		\$1,800,000 00		\$1,800,000 00	65,066 97	
35,697 12						37,019 64
14,948 86						32,973 42
28,182 23						43,478 06
					17,587 67	
9,994 26	5	150,000 00		150,000 00	43,594 48	18,990 13
5,189 42					11,791 50	1,096 38
					86,298 37	
6,154 73					770 54	
						272 16
	6	1,200 00		1,200 00	76,441 71	4,100 64
					117,997 09	
					1,653,191 51	2,384 04
			\$137,885 33	137,885 33	51,590 36	63,810 92
						41,060 01
36,540 42					81,149 40	
24,362 30					137,745 05	
9,475 37	4	649,237 60		649,237 60	26,512 18	7,341 18
	10	30,000 00		30,000 00		
2,779 16	8	9,440 00		9,440 00	3,844 35	
2,553 18					18,620 00	8,958 47
						495 96
					4,734 47	
						476 63
					1,417 44	
	10	20,000 00		20,000 00		961 76
						290 72
		3,268,672 50	611,433 61	3,880,106 11	37,094 55	
3,762 45						9,700 65
					62,096 92	
66,165 30					73,927 94	
	5	600,000 00		600,000 00	23,183 55	
					2,190 30	
345 53						8,640 77
436 79					2,655 78	
8,905 74						7,841 69
4,233 98						1,905 15
					17,597 30	
8,415 64						3,660 95
63,886 99						92,237 10
	5	4,471,415 00		4,471,415 00	62,216 39	
					378 88	
36,599 90	3	150,000 00	99,940 50	249,940 50		37,351 55

TABLE C —
ROADS IN OPERATION —
Comparative Statement of Payments from Net Income (Dividends,

NAME OF ROAD.	1891.				
	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments.	Surplus.
	Rate.	Amount.			
N. Y., Lake Erie and Western					\$709,377 24
New York and Massachusetts					
New York and New England	7	\$189,000 00		\$189,000 00	38,554 86
N. Y., New Haven & Hartford	10	1,865,000 00		1,865,000 00	37,076 54
New York and Northern					
New York, Ontario & Western					100,439 32
New York & Rockaway Beach					8,432 96
New York and Sea Beach					26,320 24
Northern Adirondack					47,746 27
Ogdensburg and Lake Cham... ..					
Orange County					3,574 56
Owasco River					
Penn., Poughkeepsie & Boston					
Philadelphia and Reading					
Port Jervis, Monticello & N. Y.					
Prospect Park & Coney Island					
Rensselaer and Saratoga					
Rochester and Glen Haven					
Rochester, Hornellsv' & Lack					1,027 73
Rochester and Lake Ontario... ..	10	6,500 00		6,500 00	4,252 46
Rome, Watertown and Ogd.. g	6	359,514 00	\$124 11	359,638 11	113,607 55
Schoharie Valley					287 76
Seneca Electric					1,359 09
Seneca Falls & Cayuga Lake. c					
Silver Lake					27,472 91
Skaneateles	4	3,112 00		3,112 00	3,306 07
Southern Central					
Staten Island Rapid Transit					42,476 00
Sterling Mountain					9,013 08
Stony Clove and Catskill M't'n.	5	6,200 00		6,200 00	2,691 65
Syracuse and Baldwinsville.. c					
Syracuse, Binghamton & N. Y.	8	200,000 00		200,000 00	22,464 29
Syracuse, Geneva and Corning					
Tioga					41,325 53
Tonawanda Valley & Cuba... a					140 59
Ulster and Delaware					46,333 40
United States and Canada					
Wallkill Valley					4,334 80
Wellsville, Coud'p't & Pine Ck.					3,700 79
Western, New York & Penn					
.....		\$12,358,240 20	\$94,438 62	\$12,452,678 92	\$4,500,454 71
					1,637,271 08
				Net surplus..	\$3,863,183 93
ELEVATED					
Brooklyn					\$143,737 07
Kings County					51,226 53
Manhattan		\$1,620,000 00		\$1,620,000 00	976,536 26
Sea View					672 10
Suburban Rapid Transit..... h					42,733 38
.....		\$1,620,000 00		\$1,620,000 00	\$1,315,047 49

(Continued).

SURFACE STEAM.

etc.), and Surplus or Deficiency for years ending June 30, 1891 and 1892.

1892.						
Deficiency.	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments.	Surplus.	Deficiency.
	Rate.	Amount.				
\$17,965 48	3 1/4	\$343,775 00		\$343,775 00	\$1,004,265 28	\$28,017 90
5,383 56	5	2,108,750 00		2,108,750 00	58,580 89	433,841 98
						89,509 61
					207,019 28	
					6,487 81	
					24,202 73	
					70,588 38	
42,877 41					32,067 87	
					5,198 54	
875 82						890 18
290,923 21						253,820 66
90,154 23			\$982,096 53	982,096 53		598,284 51
						13,924 38
13,198 13						19,760 58
136,316 54						187,310 78
3,158 91						3,414 41
	15	9,750 00		9,750 00		2,276 47
					188 67	
					1,450 86	
					43,218 11	
	4	3,112 00		3,112 00	3,972 88	29,419 60
127,767 59					52,809 18	
	5	6,300 00		6,300 00	3,386 52	
					6,304 70	
	8	300,000 00		300,000 00	35,334 34	3,908 27
55,107 56						98,081 88
					104,344 43	
					42,276 87	
21,367 98						17,190 58
					42,602 72	
536,368 38	6	3,750 00		3,750 00	5,283 04	445,373 81
\$1,637,271 08	....	\$12,720,302 10	\$1,881,355 97	\$15,551,658 07	\$4,988,381 64	\$2,587,767 55
					2,587,767 55	
				Net surplus..	\$3,401,164 09	

STEAM.

				\$142,750 85	
	6	\$1,800,000 00		63,571 21	
			\$1,800,000 00	1,195,712 90	
				560 54	
		\$1,800,000 00	\$1,800,000 00	\$1,401,594 90	

TABLE C —
ROADS IN OPERATION —
Comparative Statement of Payments from Net Income (Dividends,

NAME OF ROAD.	1891.			
	DIVIDENDS DE- CLARED.		Miscel- laneous.	Total payments
	Rate.	Amount.		
Albany.....				\$10,072 75
Amsterdam.....				429 12
Atlantic Avenue.....	6	\$60,000 00		\$60,000 00
Auburn City.....				1,655 75
Babylon.....				
Binghamton.....				171 86
Binghamton & Port Dickinson.....				
Broadway (Brooklyn).....		39,375 00		39,375 00
Brookl'n, Bushw. & Queens Co. (Rec.).....				11,378 54
Brooklyn City.....	8	480,000 00		480,000 00
Brooklyn City and Newtown.....	3	30,000 00		30,000 00
Brooklyn Heights.....				1,185 40
Buffalo.....	6	12,000 00		12,000 00
Canandaigua.....				86,289 83
Central City.....				3,271 89
Central Crostown.....	7	42,000 00		42,000 00
Central Park, N. & East River.....	4	72,000 00		72,000 00
City of Poughkeepsie.....	11½	1,194 76		1,194 76
Coney Island and Brooklyn.....				3,069 95
Cortland and Homer.....	5	2,000 00		2,000 00
Court Street and East End.....				
Crostown (Buffalo).....				894 90
Deerfield and Utica.....	6	720 00		720 00
Dry Dock, E. B'w'y & Battery.....	8	96,000 00		96,000 00
Dunkirk and Fredonia.....	8	4,560 00		4,560 00
Elighth Avenue.....	9	90,000 00		90,000 00
Elmira and Horseheads.....				316 81
Flushing and College Point.....				37,431 57
Forty-s'd St. & Gr'd St. Ferry.....	16	119,680 00		119,680 00
F'ty-s'd St., Man. & St. Nic. Ave.....				23,705 05
Frankfort and Ilion.....	10	1,427 50		1,427 50
Fulton and Oswego Falls.....				24,649 51
Glens Falls, S. Hill & Ft. Ed.....				37,431 57
Har. B'ge, M'ania & F'd'hain.....				449 19
Herkimer and Mohawk.....	16	2,720 00		2,720 00
Houst., West St. & Pav. Ferry.....				
Hudson Electric.....				3,756 74
Huntington.....				318 57
Ithaca.....				
Jamaica and Brooklyn.....				
Jamestown.....				1,256 84
Johnstown, Glov. & Kingsboro.....	2½	1,250 00		1,250 00
Kingston City.....	10	5,000 00		5,000 00
Larchmont.....				594 83
Lockport.....				159 63
Long Island City and Newtown.....				
Metropolitan Crostown.....				
Mohawk and Ilion.....	16	2,400 00		2,400 00
Mt. Vernon & East Chester.....				500 11
Newburgh.....				
New Rochelle Ry. & Tr'nsit Co. c.....				
New York and Harlem.....	2½	250,000 00		250,000 00
Niagara Falls & Susp. Bridge.....	10	4,400 00		4,400 00
Ninth Avenue.....				29,869 62
				24,497 73

(Continued).

SURFACE STREET.

etc.), and Surplus or Deficiency for years ending June 30, 1891 and 1892.

1892.						
Deficiency.	DIVIDENDS DE-CLARED.		Miscel-laneous.	Total payments.	Surplus.	Deficiency.
	Rate.	Amount.				
.....	6	\$45,000 00	.....	\$45,000 00	\$565 92	.....
.....	1	2,500 00	.....	2,500 00	4,475 91	.....
\$58,617 87	6	68,794 75	.....	68,794 75	.....	\$14,319 04
372 76	.....	.....	.....	.....	.....	10,471 87
.....	.....	.....	.....	.....	.....	546 10
.....	.....	.....	.....	.....	5,167 73	.....
1,264 53	.....	.....	.....	.....	12,554 55	.....
35,606 84	8	42,000 00	.....	42,000 00	27,504 67	.....
.....	.....	.....	.....	.....	.....	9,992 99
.....	.....	.....	.....	.....	.....	18,743 28
.....	8	480,000 00	.....	480,000 00	43,975 65	.....
.....	4	40,000 00	.....	40,000 00	7,236 73	.....
.....	.....	.....	.....	.....	.....	398 84
1,549 73	.....	.....	.....	.....	28,921 76	1,567 48
.....
.....	7	42,000 00	.....	42,000 00	1,166 88	.....
.....	4 1/2	85,500 00	.....	85,500 00	47,226 81	.....
.....	.....	2,005 62	.....	2,005 62	735 45	.....
.....	.....	.....	\$7,418 00	7,418 00	26,080 94	.....
1,007 00	8	1,200 00	.....	1,200 00	128 71	.....
1,273 00	.....	.....	.....	.....	.....	1,481 51
.....	.....	.....	.....	.....	13,016 65	.....
738 77	.....	.....	.....	.....	426 96	.....
.....	5	60,000 00	.....	60,000 00	.....	25,042 26
.....
.....	10	100,000 00	.....	100,000 00	4,790 95	.....
4,746 44	.....	.....	.....	.....	40,563 70	.....
.....	.....	.....	.....	.....	.....	5,173 82
.....	16	119,680 00	.....	119,680 00	24,118 04	12,800 20
.....
290 84	10	1,427 50	.....	1,427 50	22,567 94	.....
1,867 47	.....	.....	.....	.....	.....	125 76
.....	.....	.....	.....	.....	243 82	.....
9,232 35	.....	.....	.....	.....	6,172 40	.....
.....	.....	.....	.....	.....	3,585 25	.....
1,217 66	24	4,080 00	.....	4,080 00	.....	349 65
9,475 52	.....	.....	.....	.....	42,181 02	.....
.....	6	3,000 00	.....	3,000 00	1,692 31	.....
.....	3	900 00	.....	900 00	154 41	.....
246 04	.....	.....	.....	.....	76 94	.....
.....
5,347 57	.....	.....	.....	.....	71 52	.....
.....	8	1,500 00	.....	1,500 00	.....	483 78
539 54	10	5,000 00	.....	5,000 00	1,856 20	.....
.....	.....	.....	.....	.....	1,252 40	.....
.....	.....	.....	.....	.....	101 52	.....
4,443 12	.....	.....	.....	.....	.....	.....
4,765 89	.....	.....	.....	.....	.....	10,306 74
.....	.....	.....	.....	.....	7,220 75	.....
.....	16	2,400 00	.....	2,400 00	411 21	.....
.....	.....	.....	.....	.....	1,254 69	.....
8,331 20	.....	.....	.....	.....	.....	5,630 76
2,414 99	.....	.....	.....	.....	.....	.....
.....	2 1/2	250,000 00	.....	250,000 00	52,566 62	.....
550 32	8 1/2	5,384 00	.....	5,384 00	.....	780 86
.....	1 1/2	11,427 00	.....	11,427 00	8,878 73	.....

TABLE

ROADS IN OPERATION —

Statement of Payments made by Lessee Companies for Rentals of

June 30,

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.	
	Year ending June 30, 1891.	Year ending June 30, 1892.
Boston and Albany:		
Foreign roads.....	\$78,000 00	\$78,000 00
Catskill Mountain:		
Cairo.....	2,700 00	2,700 00
Central New England and Western:		
Hartford and Connecticut Western.....	78,882 57	60,807 04
Chateaugay (Railroad):		
Chateaugay (Railway).....	12,000 00	12,000 00
Delaware and Hudson Canal Company:		
Albany and Susquehanna.....	987,250 64	987,573 37
New York and Canada.....	236,521 80	236,097 60
Rensselaer and Saratoga.....	940,718 00	1,006,097 99
Delaware, Lackawanna and Western:		
Cayuga and Susquehanna.....	54,600 00	54,600 00
Greene.....	26,000 00	26,000 00
New York, Lackawanna and Western.....	1,580,666 67	1,614,000 00
Oswego and Syracuse.....	182,896 00	182,896 00
Utica, Chenango and Susquehanna Valley.....	240,000 00	240,000 00
Valley.....	57,500 00	57,500 00
Elmira, Cortland and Northern:		
Canastota Northern.....	18,000 00	18,000 00
Fall Brook Coal Company:		
Corning, Cowanesque and Antrim.....	150,000 00	150,000 00
Syracuse, Geneva and Corning.....	223,024 30	208,661 38
Fitchburg:		
Troy and Bennington.....	15,400 00	15,400 00
Foreign roads.....	250,580 00	245,580 00
Lake Shore and Michigan Southern:		
Foreign roads.....	587,362 40	600,510 21
Long Island:		
New York, Brooklyn and Manhattan Beach.....	95,980 00	95,980 00
Other roads.....	79,602 38	82,694 33
New Jersey and New York:		
New Jersey and New York Extension.....	11,400 00	11,400 00
New York Central and Hudson River:		
Carthage, Watertown and Sacketts Harbor.....	11,055 28	39,128 95
Dunkirk, Allegheny Valley and Pittsburgh.....	223,000 00	88,268 72
New York and Harlem.....	1,680,300 00	1,680,300 00
New Jersey Junction.....	68,000 00	68,000 00
Niagara Falls Branch.....	5,174 73	17,937 50
Oswego and Rome.....	13,158 61	44,584 37
Rome, Watertown and Ogdensburg.....	298,950 54	1,021,637 30
Spuyten Duyvil and Port Morris.....	81,098 00	81,098 00
Troy and Greenbush.....	19,730 20	19,730 20
Utica and Black River.....	76,618 53	263,000 25
West Shore.....	2,000,014 35	2,000,014 35
New York, Lake Erie and Western:		
Avon, Genesee and Mt. Morris.....	13,600 00	13,600 00
Buffalo, Bradford and Pittsburgh.....	40,600 00	40,600 00
Buffalo, New York and Erie.....	238,100 00	238,100 00
Buffalo and Southwestern.....	149,404 80	143,983 81
Goshen and Deckertown.....	19,035 00	19,035 00
Lockport and Buffalo.....	21,000 00	21,000 00
Middletown and Crawford.....	10,500 00	10,500 00
Montgomery and Erie.....	16,000 00	16,000 00
Newburgh and New York.....	12,500 00	12,500 00
New York, Pennsylvania and Ohio.....	2,195,851 17	2,233,516 24
Northern of New Jersey.....	117,321 66	121,40 45
Rochester and Genesee Valley.....	34,012 00	34,012 00
Suspension Bridge and Erie Junction.....	81,457 94	94,038 15
Foreign roads.....	1,089,995 81	1,224,902 79
New York and New England:		
Foreign road.....	356,923 51	475,476 51

D.

SURFACE STEAM.

Leased Lines and disposition of same by Lessors, for years ending 1891 and 1892.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or dividends, also portion paid for lines outside the State.	
Year ending June 30, 1891.	Year ending June 30, 1892.	Year ending June 30, 1891.	Year ending June 30, 1892.	Year ending June 30, 1891.	Year ending June 30, 1892.
				\$78,000 00	\$78,000 00
\$1,500 00	\$1,500 00	\$1,194 00	\$1,194 00	6 00	6 00
85,000 00	85,000 00	38,863 57	25,807 04		
12,000 00	12,000 00				
741,350 64	741,573 37	245,000 00	245,000 00	1,000 00	1,000 00
236,521 80	236,097 60			18,742 00	18,742 00
140,000 00	140,000 00	781,976 00	847,353 99		
		58,019 90	54,600 00	1,580 10	
14,000 00	14,000 00	12,000 00	12,000 00		
1,080,666 67	1,114,000 00	500,000 00	500,000 00		
64,000 00	64,000 00	118,886 00	118,886 00		
		240,000 00	240,000 00		
20,000 00	20,000 00	87,500 00	87,500 00		
18,000 00	18,000 00				
		150,000 00	150,000 00		
86,467 25	84,819 62	106,000 00	188,841 76	30,557 06	
2,790 00	2,580 00	9,048 00	9,048 00	3,562 00	3,772 00
				259,580 00	245,580 00
				587,352 40	600,510 21
77,800 00	78,350 00	18,180 00	17,630 00		
				79,602 38	82,624 38
4,200 00	7,200 00	7,200 00	4,200 00		
				11,055 28	39,188 96
208,000 00	88,262 72	19,500 00		570 00	
840,300 00	840,300 00	800,000 00	800,000 00	20,000 00	20,000 00
				68,000 00	68,000 00
		5,174 73	17,500 00		437 50
18,158 61	44,500 00				84 37
176,823 10	568,140 91	118,372 44	397,780 00	8,750 00	55,716 39
		79,120 00	79,120 00	1,978 00	1,978 00
		19,250 00	19,250 00	480 20	480 20
29,274 18	99,000 00	46,018 70	155,610 00	1,390 66	8,390 25
2,000,000 00	2,000,000 00			14 35	14 35
		18,500 00	18,500 00	100 00	100 00
40,000 00	40,000 00				
166,600 00	166,600 00	66,500 00	66,500 00	5,000 00	5,000 00
90,000 00	90,000 00	42,465 00	51,901 67	16,999 80	2,062 14
14,790 00	14,790 00	4,245 00	4,245 00		
11,900 00	11,900 00			9,100 00	9,100 00
4,680 00	2,970 00	5,499 00	6,721 00	351 00	809 00
8,522 00	8,522 00	6,750 00	6,750 00	725 00	725 00
12,600 00	12,500 00				
1,155,177 68	1,214,684 62			1,067,673 54	1,017,831 62
45,163 00	45,405 00	40,000 00	40,000 00	32,056 66	33,835 45
		33,312 00	33,312 00	700 00	700 00
70,000 00	70,000 00			11,457 94	94,088 15
				1,089,925 81	1,224,902 79
				356,923 51	475,476 51

TABLE D—
ROADS IN OPERATION—
Statement of Payments made by Lessee Companies for Rentals of
June 30,

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.	
	Year ending June 30, 1891.	Year ending June 30, 1890.
New York, New Haven and Hartford:		
Harlem River and Portchester	\$170,000 00	\$170,000 00
Foreign roads.....	814,080 80	811,684 84
New York, Ontario and Western:		
Ontario, Carbondale and Scranton	91,185 71	97,684 81
Utica, Clinton and Binghamton and Rome and Clinton	75,000 00	75,000 00
Wharton Valley	8,770 00	8,750 00
Northern Central:		
Elmira and Williamsport	151,500 00	151,500 00
Ogdensburg and Lake Champlain:		
Saratoga and St. Lawrence.....	4,088 82	3,500 00
Philadelphia and Reading:		
Foreign roads.....		6,811,289 08
Prospect Park and Coney Island:		
New York and Coney Island.....	10,000 00	10,000 00
Prospect Park and South Brooklyn.....	3,000 00	3,000 00
Rome, Watertown and Ogdensburg:		
Carthage, Watertown and Sackett's Harbor	28,911 09	.....
Niagara Falls Branch.....	12,080 28	.....
Oswego and Rome.....	16,419 34	.....
Utica and Black River	167 889 30	.....
Staten Island Rapid Transit:		
Staten Island	80,800 00	80,800 00
Toga:		
Elmira State Line.....	2,044 00	2,044 00
Foreign road	12,750 00	12,750 00
	\$16,864,120 41	\$23,781,089 68
SURFACE		
Albany:		
Watervliet		\$8,385 00
Atlantic Avenue:		
Prospect Park and Coney Island.....	\$21,000 00	.....
Binghamton and Port Dickinson, (H. L. Osborne, lessee):		
Binghamton and Port Dickinson	3,000 00	3,000 00
Central Crostown:		
Christopher and Tenth Street.....	63,300 00	63,000 00
Houston, West Street and Pavonia Ferry:		
Broadway Surface.....	106,250 00	106,250 00
Broadway and Seventh Avenue.....	280,000 00	280,000 00
Ninth Avenue .....	.....	9,333 22
South Ferry.....	17,500 00	17,500 00
Rockaway Village (Hickey & Pearsall, lessee):		
Rockaway Village	1,250 00	.....
Steinway and Hunter's Point:		
Riker Avenue and Sanford's Point.....	1,751 92	1,751 92
Troy and Lansingburgh:		
Lansingburgh and Cohoes.....	1,050 00	1,050 00
Troy and Cohoes.....	3,500 00	3,500 00
Waterford and Cohoes.....	1,800 00	1,800 00
Twenty-third Street:		
Bleecker Street and Fulton Ferry	62,500 00	62,500 00
Utica Belt Line:		
Utica, Clinton and Binghamton (city division)	15,000 00	.....
	\$617,901 92	\$596,611 25

(Concluded).

SURFACE STEAM.

Leased Lines and disposition of same by Lessors, for years ending 1891 and 1892.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or dividends, also portion paid for lines outside the State.	
Year ending June 30, 1891.	Year ending June 30, 1892.	Year ending June 30, 1891.	Year ending June 30, 1892.	Year ending June 30, 1891.	Year ending June 30, 1892.
\$170,000 00	\$170,000 00	.....	.....	\$814,060 60	\$811,684 54
75,000 00	75,000 00	.....	.....	16,185 71	22,884 81
50,000 00	50,000 00	\$23,595 09	\$25,000 00	1,404 91	.....
.....	.....	.....	.....	8,770 00	8,750 00
88,500 00	84,981 00	57,000 00	55,800 00	6,000 00	10,719 00
.....	.....	.....	.....	4,088 22	8,500 00
.....	.....	.....	.....	.....	6,311,229 66
.....	.....	10,000 00	10,000 00	.....	.....
.....	.....	3,000 00	3,000 00	.....	.....
.....	.....	.....	.....	28,911 09	.....
.....	.....	12,080 26	.....	16,419 34	.....
109,810 85	.....	54,879 09	.....	3,169 36	.....
21,000 00	21,000 00	56,000 00	56,000 00	3,800 00	3,600 00
.....	.....	2,044 00	2,044 00	19,750 00	12,750 00
\$7,904,005 73	\$8,291,339 84	\$8,881,616 78	\$4,291,046 46	\$4,618,497 90	\$11,198,643 23

STREET.

.....	.....	.....	.....	.....	\$8,326 00
\$21,000 00	.....	.....	.....	.....	.....
.....	.....	.....	\$1,583 69	\$3,000 00	1,716 81
11,300 00	\$11,300 00	\$52,000 00	52,000 00	.....	.....
106,250 00	106,250 00	.....	.....	.....	.....
110,000 00	110,000 00	210,000 00	210,000 00	.....	.....
17,500 00	17,500 00	.....	9,833 33	.....	.....
1,250 00	.....	.....	.....	.....	.....
.....	.....	.....	.....	1,751 92	1,751 92
.....	.....	1,050 00	1,050 00	.....	.....
.....	.....	3,500 00	3,500 00	.....	.....
.....	.....	1,750 00	1,750 00	50 00	50 00
49,000 00	49,000 00	13,500 00	13,500 00	.....	.....
.....	.....	.....	.....	15,000 00	.....
\$216,300 00	\$294,050 00	\$281,800 00	\$292,717 02	\$19,801 92	\$11,844 23

TABLE E.—
ROADS IN OPERATION—
Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Harlem River and Port Chester.....	\$3,066,700 17	.....	\$30 00	\$3,066,730 17
Hartford and Conn. Western.....	3,395,615 43	\$186,772 05	.....	3,432,387 48
Herkimer, Newport and Poland Island.....	652,744 21	1,000 00	34,236 81	688,041 73
Kaaterskill.....	603,500 00	.....	2,521 45	608,021 45
.....	176,871 67	.....	11,066 49	187,438 16
Kanona and Prattburgh.....	143,927 85	.....	1,325 44	145,253 29
Keesv., Aus. Chasn & Lk. Cham.....	58,612 94	.....	3,498 06	62,101 00
Kinderhook and Hudson.....	537,852 68	173,600 00	30 50	711,483 18
Lackawanna and Pittsburgh.....	.....	.....	3,849 29	3,849 29
Lake Champlain and Moriah.....	456,928 44	.....	53,884 12	510,812 56
Lake Shore & Michigan South.....	84,000,000 00	20,722,957 88	6,480,700 55	111,203,658 43
Lebanon Springs.....	.....	.....	15,840 56	15,840 56
Lehigh and Hudson River.....	3,112,672 20	350,000 00	363,027 37	3,825,699 57
Lehigh Valley.....	20,361,098 25	861,250 00	.....	21,212,348 25
Long Island.....	23,476,311 72	3,570,401 71	933,711 65	27,980,425 08
Lockport and Buffalo.....	368,975 07	.....	29,346 77	398,321 84
Mahopac Falls.....	100,112 50	.....	2,190 30	102,302 80
Marine.....	90,841 63	.....	1,565 93	92,407 56
Mechanicville and Fort Edward.....	54,998 07	.....	.....	54,998 07
Middleburgh and Schoharie.....	103,000 00	.....	2,448 90	105,448 90
Middletown and Crawford.....	193,354 11	.....	4,394 52	197,748 63
Middletown, Unionville & W. G.....	350,476 47	.....	373 00	350,849 47
Montgomery and Erie.....	327,000 00	.....	1,264 19	328,264 19
Mount McGregor.....	556,907 47	.....	600 08	557,507 55
Newburgh, Dutchess and Conn.....	2,612,870 71	1,223 47	55,940 17	2,670,034 35
New Jersey and New York.....	2,863,578 78	571,400 00	36,089 80	3,471,018 58
New Jersey & N. Y. Extension.....	180,000 00	.....	.....	180,000 00
N. Y., Brooklyn & Man. Beach.....	1,888,520 21	500,000 00	6,246 59	2,374,766 80
New York and Canada.....	8,485,226 23	.....	.....	8,485,226 23
New York Cen. & Hudson River.....	153,585,294 48	19,369,715 31	11,806,777 69	184,761,787 48
N. Y. C., Hud. Riv. & Ft. Orange.....	5,000 00	8,000 00	378 88	13,378 88
N. Y. Central & Niagara River.....	28,100 00	.....	.....	28,100 00
New York, Chicago & St. Louis.....	49,701,356 85	154,000 00	1,369,797 34	51,225,153 99
New York and Coney Island.....	100,019 02	.....	94 87	100,093 89
New York and Harlem.....	23,600,967 11	6,000 00	1,250,980 03	24,857,967 14
N. Y. Lackawanna & Western.....	32,042,861 61	.....	.....	32,042,861 61
N. Y., Lake Erie and Western.....	168,597,139 40	8,415,738 21	5,374,564 89	182,387,438 00
New York and Long Beach.....	591,000 00	.....	.....	591,000 00
New York and Massachusetts.....	1,473,236 64	.....	179,690 12	1,652,926 76
New York and New England.....	40,009,015 03	99,900 00	1,923,998 44	42,032,913 47
New York, New Haven & Hart.....	27,696,567 30	1,974,956 88	1,328,740 92	31,000,265 10
New York and Northern.....	13,502,314 29	10,500 00	96,805 17	13,609,619 46
New York, Ontario & Western.....	65,915,110 63	3,080,330 00	2,118,608 71	71,114,048 34
New York, Penn. and Ohio.....	162,227,016 55	97,000 00	1,159,610 31	163,483,626 86
New York & Rockaway Beach.....	2,757,578 89	.....	37,414 08	2,794,992 97
New York and Sea Beach.....	867,863 05	5,000 00	157,816 75	1,030,679 80
Niagara Falls Branch.....	243,755 00	.....	6,244 00	250,000 00
Northern Adirondack.....	1,245,461 09	18,331 77	188,977 19	1,452,770 05
Northern of New Jersey.....	1,634,592 31	.....	227,861 64	1,862,453 95
Nyack and Northern.....	249,586 36	.....	.....	249,586 36
Ogdensburg and Lake Cham.....	7,568,089 44	413,588 88	567,787 09	8,549,315 41
Ont., Carbondale & Scranton.....	3,547,903 20	.....	10,556 35	3,558,459 55
Orange County.....	401,674 72	.....	.....	401,674 72
Oswego and Rome.....	964,400 00	10,000 00	.....	974,400 00
Oswego and Syracuse.....	2,470,418 91	.....	.....	2,470,418 91

(Continued).

SURFACE STEAM.

June 30, 1892.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$42,250 00	\$3,000,000 00	\$34,530 17	\$3,066,780 17	.....	.....
2,633,100 00	700,000 00	59,597 99	3,442,697 99	.....	\$10,310 51
500,000 00	.....	178,566 61	678,566 61	\$9,475 11	.....
300,000 00	400,000 00	81,329 89	681,329 89	.....	23,308 44
100,000 00	60,000 00	35,600 01	195,600 01	.....	8,161 85
12,000 00	.....	128,518 82	140,518 82	4,784 47	.....
33,710 00	30,000 00	3,159 54	68,869 54	.....	1,768 54
170,000 00	875,000 00	145, 27 71	690,127 71	21,375 47	.....
.....	.....	8,360 88	3,360 88	488 41	.....
300,000 00	.....	.....	300,000 00	310,812 56	.....
50,000,000 00	45,516,000 00	4,296,883 82	99,742,883 82	11,400,769 61	.....
.....	.....	24,868 08	24,868 08	.....	9,027 53
1,340,000 00	2,044,130 00	441,199 75	3,825,319 75	574 82	.....
5,900,000 00	15,000,000 00	312,348 25	21,212,348 25	.....	.....
12,900,000 00	13,966,402 88	978,563 22	26,944,966 20	1,085,458 28	.....
128,300 00	170,000 00	9,901 50	308,101 50	90,230 34	.....
100,000 00	.....	.....	100,000 00	2,302 80	.....
50,000 00	.....	21,083 95	71,083 95	21,371 61	.....
10,000 00	.....	44,998 07	54,998 07	.....	.....
85,000 00	18,000 00	230 00	103,230 00	2,218 99	.....
122,300 00	66,000 00	838 00	189,038 00	8,715 63	.....
149,850 00	400,000 00	79,121 98	628,971 98	.....	278,122 51
150,000 00	170,500 00	6,500 00	327,000 00	1,264 19	.....
500,000 00	50,000 00	20,282 98	570,282 98	.....	12,735 43
1,100,000 00	1,390,500 00	86,019 79	2,576,519 79	98,514 56	.....
2,300,000 00	50,000 00	90,964 46	3,390,964 46	80,034 12	.....
60,000 00	120,000 00	.....	180,000 00	.....	.....
1,000,000 00	1,388,000 00	1,470 00	2,389,470 00	.....	9,708 30
4,000,000 00	4,000,000 00	425,226 23	8,425,226 23	.....	.....
69,429,300 00	68,077,383 83	13,896,806 39	171,422,438 72	13,359,848 76	.....
10,000 00	.....	3,000 00	13,000 00	878 88	.....
28,100 00	.....	.....	28,100 00	.....	.....
30,000,000 00	19,575,000 00	1,484,384 19	51,059,384 19	165,789 50	.....
100,000 00	.....	.....	100,000 00	983 89	.....
10,000,000 00	12,005,000 00	53,773 96	22,058,773 96	2,799,114 18	.....
10,000,000 00	21,350,000 00	692,861 61	32,042,861 61	.....	.....
55,983,800 00	77,643,885 10	9,211,770 45	172,819,255 55	9,508,942 45	.....
391,000 00	300,000 00	.....	691,000 00	.....	.....
1,014,000 00	24,000 00	531,897 09	1,569,897 09	88,088 67	.....
23,625,000 00	17,218,885 00	1,987,534 25	42,871,369 25	.....	822,455 78
23,375,000 00	3,000,000 00	1,677,549 11	26,992,549 11	4,007,715 99	.....
9,000,000 00	4,400,000 00	308,590 95	13,708,590 95	.....	98,971 49
83,119,922 84	10,634,000 00	1,395,180 72	70,149,163 56	964,880 78	.....
44,399,350 00	115,999,259 25	2,218,743 40	168,152,351 65	331,275 21	.....
1,000,000 00	1,772,000 00	60,441 03	2,832,441 03	.....	57,445 06
500,000 00	42,488 00	88,528 81	1,017,016 81	13,662 99	.....
250,000 00	.....	.....	250,000 00	.....	.....
840,000 00	77,000 00	410,428 01	1,327,428 01	125,342 04	.....
1,000,000 00	654,000 00	225,333 74	1,879,333 74	3,121 81	.....
78,250 00	137,500 00	13,836 86	249,586 86	.....	.....
3,077,500 00	4,849,750 00	622,065 41	8,549,315 41	.....	.....
1,500,000 00	1,500,000 00	535,741 87	3,535,741 87	32,617 77	.....
200,000 00	.....	197,626 81	397,626 81	4,047 91	.....
225,000 00	750,000 00	.....	975,000 00	.....	.....
1,330,400 00	1,106,000 00	72,673 21	2,499,073 21	.....	23,864 30

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Owasco River.....	\$80,784 71	.....	.....	\$80,784 71
Penn., Poughkeepsie & Boston.....	4,357,368 26	\$247,265 00	\$49,573 90	4,654,206 85
Philadelphia and Reading.....	105,688,006 87	105,383,759 88	15,067,312 88	226,129,079 53
Port Jervis, Monticello & N. Y.....	811,907 68	.....	4,729 46	816,637 14
Prospect Park & Coney Island.....	1,133,674 23	420,000 00	57,345 57	1,610,519 80
Prospect Park and So. Brooklyn.....	50,000 00	.....	.....	50,000 00
Rensselaer and Saratoga.....	10,917,488 57	1,082,511 33	59,367 66	12,059,367 56
Roch., Hornellsville and Lack.....	.....	.....	7,623 58	7,623 58
Rochester and Glen Haven.....	191,981 48	.....	6,906 73	198,888 21
Rochester and Lake Ontario.....	63,461 74	.....	14,173 14	77,635 88
Rome and Clinton.....	380,000 00	.....	111 87	380,111 87
Rochester and Genesee Valley.....	555,300 00	.....	.....	555,300 00
Rome, Watertown & Ogdensburg.....	15,987,428 72	6,802,289 22	2,511,196 18	25,299,558 52
Saratoga and Schenectady.....	450,000 00	5,000 00	1,010 22	455,010 22
Schenectady and Duaneburgh.....	675,849 77	.....	.....	675,849 77
Schoharie Valley.....	102,718 30	.....	97 67	102,815 97
Seneca Electric.....	87,765 84	.....	2,229 99	89,994 83
Silver Lake.....	391,745 93	.....	12,224 65	403,970 58
Skaneateles.....	108,400 00	.....	23,059 50	131,459 50
Southern Central.....	4,876,583 66	.....	.....	4,876,583 66
Southfield Branch.....	17,784 17	.....	51 10	17,835 27
Spuytten Duyvil & Port Morris.....	989,000 00	.....	.....	989,000 00
Staten Island.....	637,896 39	.....	3,301 64	641,198 03
Staten Island Rapid Transit.....	8,668,694 63	.....	876,175 89	9,544,870 52
Sterling Mountain.....	506,864 02	.....	3,941 51	510,805 53
Stony Clove and Catskill Mt.....	344,775 68	.....	22,178 28	366,953 96
Suspension Bridge & Erie Junc.....	1,923,342 98	.....	86 42	1,923,429 40
Syracuse and Baldwinsville.....	150,000 00	.....	.....	150,000 00
Syracuse, Binghamton & N. Y.....	4,65,968 53	.....	165,597 12	4,816,565 64
Syracuse, Geneva and Corning.....	3,019,953 99	.....	78,962 23	3,098,916 22
Tioga.....	1,474,521 93	40,891 90	2,314,009 59	3,898,916 42
Troy and Bennington.....	226,953 37	.....	3,493 92	230,447 29
Troy and Greenbush.....	274,400 00	3,650 00	172 91	278,222 91
Ulster and Delaware.....	3,301,334 18	.....	169,115 12	3,470,449 30
Union.....	50,000 00	.....	.....	50,000 00
United States and Canada.....	647,126 28	.....	2,687 15	649,813 43
Utica and Black River.....	4,368,222 40	750,000 00	1,799 00	5,120,021 40
Utica, Chen. and Susq. Valley.....	4,222,478 64	.....	.....	4,222,478 64
Utica, Clinton and Binghamton.....	1,690,566 40	.....	37,928 12	1,728,494 52
Valley.....	1,160,620 45	.....	.....	1,160,620 45
Wallkill Valley.....	945,842 78	.....	81,976 74	977,819 52
Waverly and State Line.....	64,368 05	.....	.....	64,368 05
Wellsville, Bolivar and Eldred.....	412,400 00	6,990 00	.....	419,390 00
Wellavi'e, Coudersport & Pine Ck.....	96,805 33	.....	9,465 59	106,270 92
Western New York and Penn.....	62,794,676 80	11,126,580 67	767,229 25	74,688,546 72
West Shore.....	60,000,000 00	.....	.....	60,000,000 00
West Troy and Green Island.....	139,129 86	.....	.....	139,129 86
	\$1,885,406,891 98	\$191,933,211 88	\$69,224,942 45	\$1,646,565,046 31

(Continued).

SURFACE STEAM.

June 30, 1892.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$30,000 00		\$9,486 24	\$39,486 24	\$31,296 47	
2,000,000 00	\$1,811,500 80	1,647,936 45	5,459,436 45		\$805,286 20
40,108,261 78	167,314,402 45	27,973,945 86	225,382,710 09	731,869 49	
499,100 00	264,000 00	121,766 18	884,866 18		78,283 99
500,000 00	1,016,000 00	204,552 36	1,720,552 36		110,283 56
50,000 00			50,000 00		
10,000,000 00	2,000,000 00		12,000,000 00	59,367 66	
		10,010 26	10,010 26		2,385 68
96,200 00	100,000 00	11,027 06	207,227 06		9,088 85
65,000 00		967 00	65,967 00	11,646 88	
345,260 00		59 09	345,319 09	14,692 78	
555,200 00			555,200 00		
10,000,000 00	15,068,090 00	51,875 00	25,119,965 00	133,598 62	
450,000 00			450,000 00	6,000 22	
100,000 00	500,000 00	74,949 77	675,949 77		
100,000 00	40,000 00	2,400 00	142,400 00		39,584 08
40,000 00	40,000 00	7,217 38	87,217 38	2,777 45	
60,000 00	160,100 00	19,167 77	239,267 77	106,012 81	
77,800 00	20,000 00	10,800 00	108,400 00	23,059 10	
1,774,960 00	3,266,790 00	555,369 43	6,197,049 43		1,620,515 77
1,000 00		20,096 46	21,096 46		3,261 19
989,000 00			989,000 00		
210,000 00	300,000 00		510,000 00	181,088 08	
500,000 00	8,000,000 00	686,568 96	9,186,568 96		141,758 43
80,000 00	475,874 00	157,558 81	713,332 81		202,427 28
124,000 00	210,000 00	25,922 57	359,922 57	7,045 39	
500,000 00	1,000,000 00	428,439 34	1,928,439 34		
94,260 00	81,000 00	5,668 96	180,928 96		30,928 86
2,500,000 00	1,966,000 00	105,624 16	4,571,624 16	244,889 48	
1,325,000 00	1,84,109 00	16,773 37	2,715,873 37	383,042 86	
580,900 00	799,500 00	44,122 16	1,414,522 16	2,414,384 26	
150,800 00	41,000 00		191,800 00	47,647 29	
274,400 00			274,400 00	4,422 91	
1,694,600 00	1,396,300 00	33,690 43	3,124,780 43	345,717 87	
50,000 00			50,000 00		
202,925 00	438,470 00	7,418 43	649,813 43		
2,222,000 00	2,700,000 00		4,922,000 00	197,021 40	
4,000,000 00		222,478 64	4,222,478 64		
849,225 00	800,000 00	25,000 00	1,674,225 00	54,219 52	
750,000 00	900,000 00	10,620 46	1,660,620 46		
330,000 00	580,000 00	66,803 98	976,803 98	1,015 59	
10,000 00		54,398 05	64,398 05		
6,990 00		412,400 00	419,390 00		
65,554 01	80,000 00	2,719 98	101,273 84	4,997 08	
20,000,000 00	31,947,941 73	4,449,805 15	66,397,746 88	8,290,799 84	
10,000,000 00	50,000,000 00		60,000,000 00		
3,200 00		185,929 86	189,129 86		
\$395,715,903 48	\$907,184,865 11	\$39,760,526 07	\$1,592,650,994 66	\$60,608,056 20	\$6,674,006 55
			Net surplus....	\$53,982,051 65	

TABLE E—

Note Referring to Surface

In addition to the companies furnishing balance sheets on Table E, there are several whose standing, and there are others furnishing no balance sheets, or defective ones, in reports filed equipment by lessees or owners. In order to arrive at the total stock and debt and cost of as shown respectively on Table E.

Albany and Susquehanna.....	
Carthage, Watertown and Sackett's Harbor	
Hayt's Corners, Ovid and Willard	
Lackawanna and Susquehanna.....	
Lebanon Springs	
Rensselaer and Saratoga	
Schenectady and Mechanicville	
Seneca Falls and Cayuga Lake.....	
Smithtown and Port Jefferson.....	
Troy, Saratoga and Northern	
Troy Union	
Lackawanna and Pittsburg	} In hands of a receiver..... }
Rochester, Hornellsville and Lackawanna.....	
Total amount of cost of road and equipment, capital stock and debt not shown on foregoing	
Add amount shown as above on Table E.....	
Total amount of cost of road and equipment, capital stock and debt as reported	
<hr/>	
Total assets as shown on Table E.....	\$1,646,583,046 31
Add additional cost of road and equipment as shown on above note.....	13,470,609 08
Total amount of assets as reported June 30, 1892.....	<u>\$1,660,053,655 39</u>
Excess of assets over liabilities as reported June 30, 1892.....	
Net surplus as shown on Table E.....	
Add additional assets (cost of road and equipment) as per above note.....	
Deduct additional liabilities (stock and debt) as per above note	
Total net surplus as reported June 30, 1892.....	

(Continued).

Steam Roads in Table E.

roads have been partially absorbed or leased, but who still have capital stock and debts out with the Board, upon whose roads expenditures have been made on account of cost of road and road and equipment, as reported June 30, 1892, the following amounts must be added to those

	Cost of road and equipment.	Capital stock.	Funded debt.
Leased by Delaware and Hudson Canal Company (expended by lessee)	\$1,486,876 98	.....	.....
Leased by Utica and Black River R. R. Co. (now operated by N. Y. Central & Hudson River) ..	788,968 26	\$487,845 00	\$300,000 00
Leased by Geneva and Sayre Railroad Co.	2,378 52	4,100 00	.....
Built and owned by the Del. & Hud. Canal Co.	1,208,727 16	.....	.....
Receiver has no books showing original cost of road; report of New York, Rutland and Montreal for 1886 gave cost at	2,880,114 28	.....	.....
Leased by Delaware and Hudson Canal Co. (expended by lessee)	2,452,707 62	.....	.....
Built and owned by the Del. & Hud. Canal Co.	215,761 46	.....	.....
No report filed; last report made to Board showed	81,200 00	40,000 00	50,000 00
Leased by Long Island Railroad Co. ....	.....	88,240 00	600,000 00
Operated by the Fitchburg Railroad Co. ....	.....	728,800 00	.....
.....	788,984 80	30,000 00	.....
In 1890 the two companies assumed to consolidate and reported as Lack. & S. W., as follows:	3,600,000 00	2,800,000 00	800,000 00
Table E	\$13,470,609 02	\$4,174,985 00	\$1,750,000 00
.....	1,386,409,861 98	695,715,608 48	807,184,965 11
June 30, 1892	\$1,396,880,501 00	\$499,889,898 48	\$908,984,965 11

Total liabilities as shown on Table E \$1,592,650,994 66
 Add additional stock and debt as shown on above note 5,934,295 00

Total amount of liabilities as reported June 30, 1892. \$1,598,575,289 66

..... \$61,478,865 67
 \$53,932,051 65
 \$13,470,609 02
 5,924,295 00
 7,546,314 02
 \$61,478,865 67

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			Total assets.
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	
Brooklyn	\$26,319,691 56	.....	\$294,188 64	\$26,613,880 20
Kings County	10,185,959 65	.....	788,960 85	10,974,920 50
Manhattan	20,424,276 26	\$26,406,740 53	9,622,188 76	56,453,005 55
Sea View	211,598 57	.....	9,738 59	221,337 16
Fulton	2,170,695 89	84,500 00	118,546 92	2,373,742 81
Metropolitan	21,318,000 00	39,425 94	59,487 48	21,406,913 42
Suburban Rapid Transit	1,677,640 19	2,842,890 88	62,850 44	4,583,381 51
	\$32,261,862 12	\$28,316,456 60	\$19,555,891 18	\$122,084,300 90

SURFACE				
Albany	\$1,500,568 94	\$20,359 50	\$24,259 23	\$1,575,187 66
Amsterdam	436,718 53	.....	20,594 75	457,313 28
Atlantic Avenue	3,199,325 31	143,375 00	605,171 10	3,947,871 41
Auburn City	245,458 30	.....	5,398 95	250,857 25
Babylon	12,254 96	.....	12,250 96	21,505 92
Binghamton	400,456 83	.....	16,089 00	416,545 83
Binghamton and Pt. Dickinson	66,678 28	.....	62 54	66,740 77
Bleecker St. and Fulton Ferry	1,801,931 58	.....	.....	1,801,931 58
Broadway (Brooklyn)	888,959 54	.....	74,524 95	963,484 49
Broadway and Seventh Avenue	4,300,000 00	.....	53,500 00	4,353,500 00
*Brooklyn, Bush. & Queens Co. { .....	.....	.....	3,566 81	3,566 81
.....	374,571 92	.....	2,751 17	377,323 09
Brooklyn City	10,595,543 31	.....	450,980 16	11,046,523 47
Brooklyn City and Newtown	2,264,685 82	270 43	36,014 19	2,300,970 44
Brooklyn Heights	580,724 70	.....	6,154 38	586,879 08
Buffalo	10,349,456 83	850,000 00	192,851 10	10,872,307 43
Canandaigua	35,923 46	.....	2,314 30	38,237 76
Central Crostown	840,000 00	1,000 00	20,641 55	861,641 55
Central Pk. North & East River	2,810,167 40	5,110 00	70,585 44	2,885,862 84
Christopher and Tenth Street	766,311 33	66,700 00	.....	833,011 33
City of Poughkeepsie	106,911 11	.....	2,714 87	109,625 98
City Island	40,386 74	.....	1,564 09	41,950 83
Coney Island and Brooklyn	1,334,374 65	.....	87,068 37	1,421,443 02
Cortland and Homer	44,889 38	.....	3,811 01	48,700 39
Court Street and East End	38,872 56	.....	216 58	39,089 09
Crostown (Buffalo)	1,235,827 07	.....	1,028 88	1,236,855 95
Deerfield and Utica	22,438 21	.....	80 35	22,518 56
Dry Dock, E. H'dway & Battery	3,065,447 67	20,000 00	108,335 88	3,193,783 55
Dunkirk and Fredonia	106,667 58	.....	6,071 98	112,739 56
Eighth Avenue	1,866,612 02	6,100 00	115,459 25	1,988,171 27
Elmira and Horseheads	873,836 52	26,207 25	30,376 66	930,420 43
Flushing and College Point	166,338 61	.....	12,724 84	179,063 45
Forty-secd St. & Grand St. Fer.	1,020,310 53	2,500 00	116,094 91	1,138,905 44
Forty-secd St., Man. & St. N. Av.	5,327,415 95	1,500 00	15,168 67	5,344,084 62
Frankfort and Ilion	20,786 14	.....	164 56	20,950 70
Fulton and Oswego Falls	33,481 48	.....	238 87	33,720 35
Glens Falls, S. Hill & Ft. Edw'd.	231,969 07	.....	4,087 09	236,056 16
Harlem B'g, Morris'nia & Ford.	446,814 01	2,409 15	42,258 31	491,481 37
Herkimer and Mohawk	17,000 00	.....	2,317 94	19,317 94
Houston, West St. & Pav. Ferry	1,646,585 67	31,000 00	3,422,791 95	5,110,377 62
Hudson Electric	96,048 29	.....	307 10	96,355 39

* Upper line, balance sheet of receiver ;

CONDENSED BALANCE SHEETS OF ELEVATED AND STREET ROADS. 45

(Continued).

ELEVATED STEAM.

June 30, 1892.

LIABILITIES.				PROFIT AND LOSS	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$13,283,000 00	\$12,968,000 00	\$300,806 24	\$36,451,906 24	\$161,968 96	.....
3,320,000 00	7,188,700 00	486,018 56	10,924,718 56	191 44	.....
29,908,980 00	19,683,880 00	2,994,697 11	52,581,497 11	3,871,558 44	.....
190,752 54	27,500 00	1,010 94	219,263 48	6,068 68	.....
300,000 00	1,979,000 00	44,742 81	2,323,742 81	.....	.....
6,500,000 00	14,818,000 00	11,155 90	21,329,155 90	80,766 89	.....
4,000,000 00	.....	12,085 20	4,012,085 20	71,336 26	.....
\$37,427,332 54	\$56,665,080 00	\$8,740,976 76	\$117,842,319 30	\$4,191,890 60	.....

STREET.

\$750,000 00	\$729,363 04	\$111,961 06	\$1,591,354 10	.....	\$16,166 44
350,000 00	170,000 00	31,801 98	451,801 98	\$5,546 30	.....
1,398,750 00	2,353,500 00	277,930 61	3,800,170 60	147,700 81	.....
50,000 00	300,000 00	22,892 42	272,892 42	.....	22,040 17
5,800 00	.....	19,454 02	25,054 02	.....	548 10
180,000 00	200,000 00	30,480 90	399,480 90	17,064 84	.....
60,000 00	.....	.....	60,000 00	6,740 77	.....
900,000 00	700,000 00	.....	1,600,000 00	201,331 58	.....
585,000 00	350,000 00	29,154 19	904,154 19	59,840 30	.....
2,100,000 00	2,300,000 00	52,500 00	4,352,500 00	.....	.....
.....	.....	22,310 09	22,310 09	.....	18,743 28
100,000 00	350,000 00	187,478 02	487,478 02	.....	110,154 98
6,000,000 00	3,325,000 00	561,187 50	10,486,187 50	560,336 97	.....
1,000,000 00	1,000,000 00	264,964 77	2,264,964 77	36,005 67	.....
200,000 00	350,000 00	87,272 92	537,272 92	.....	398 84
5,370,500 00	5,080,256 67	389,601 99	10,730,358 66	141,948 77	.....
15,000 24	20,000 00	4,100 00	39,804 24	.....	1,567 48
600,000 00	255,000 00	.....	850,000 00	11,641 55	.....
1,480,000 00	1,308,350 00	394 18	3,006,734 18	.....	120,871 29
650,000 00	210,000 00	.....	860,000 00	.....	27,068 66
79,762 54	12,000 00	.....	91,762 54	17,868 44	.....
12,500 00	27,873 17	1,375 83	41,749 00	101 83	.....
600,000 00	791,000 00	41,876 13	1,392,876 13	88,466 89	.....
40,000 00	.....	3,469 54	43,469 54	5,230 85	.....
25,000 00	.....	4,734 55	39,734 55	.....	645 46
600,000 00	350,000 00	373,014 40	1,223,014 40	18,841 55	.....
12,000 00	.....	9,724 86	21,724 86	788 70	.....
2,300,000 00	840,000 00	32,400 00	3,172,400 00	16,333 50	.....
57,000 00	30,800 00	29,036 50	106,836 50	7,564 06	.....
1,000,000 00	1,000,000 00	25,000 00	2,025,000 00	.....	86,538 73
400,000 00	400,000 00	119,801 21	919,801 21	11,119 22	.....
54,370 00	72,500 00	64,492 25	191,362 25	.....	12,303 80
745,000 00	236,000 00	69,530 98	1,050,530 98	85,334 48	.....
2,500,000 00	2,736,000 00	197,529 00	5,432,529 00	.....	78,444 44
14,275 00	.....	713 75	14,988 75	5,941 95	.....
15,000 00	15,000 00	11,877 28	41,877 28	.....	7,661 98
120,000 00	100,000 00	16,307 60	236,307 60	.....	301 44
350,000 00	76,000 00	54,000 00	480,000 00	11,481 37	.....
17,000 00	.....	.....	17,000 00	2,317 94	.....
1,050,000 00	500,000 00	3,351,659 16	4,881,659 16	278,636 46	.....
50,000 00	40,000 00	908 34	90,908 34	5,449 05	.....

lower, that of the company.

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheet,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Huntington.....	\$55,839 83	.....	\$960 69	\$56,800 01
Ithaca.....	45,000 00	.....	.....	45,000 00
Jamaica and Brooklyn.....	608,596 90	.....	15,262 55	623,859 76
Jamestown.....	52,070 62	\$149 54	240,233 72	292,513 88
Johnstown, Gloversv. & Kingsb.....	53,650 21	.....	4,230 64	57,971 05
Kingston City.....	89,411 92	.....	8,950 45	98,362 37
Lansingburgh and Cohoes.....	15,000 00	.....	.....	15,000 00
Larchmont.....	25,000 00	.....	636 22	25,636 22
Long Island City and Newtown.....	282,378 08	.....	6,970 64	289,348 72
Metropolitan Croastown.....	1,270,986 96	.....	5,598 17	1,276,585 13
Mohawk and Ilion.....	15,800 00	2,000 00	1,436 05	19,236 05
Newburgh.....	165,532 08	.....	673 25	166,205 43
Niag. Falls & Suspension B'dge.....	124,778 75	.....	380 48	125,159 23
Ninth Avenue.....	351,471 00	700 00	39,545 24	392,016 24
Ogdensburg.....	28,685 36	.....	193 74	28,879 10
Olean.....	23,249 81	.....	4,651 11	27,900 92
Oneida.....	17,028 85	.....	164 72	17,193 57
Oneida Street (Utica).....	40,000 00	.....	321 18	40,321 18
Oneonta.....	20,318 46	.....	860 74	21,179 20
Oswego.....	231,107 26	.....	3,032 15	234,139 41
Pelham Park.....	53,024 82	40,126 17	4,028 45	97,179 44
People's (Syracuse).....	1,803,800 42	.....	9,530 02	1,813,330 44
Rochester.....	8,670,318 83	171,000 00	29,525 56	8,870,844 39
Rochester Electric.....	219,768 72	10,063 50	4,083 61	233,864 83
Rockaway Village.....	50,438 37	.....	102 74	50,541 11
Rome City.....	176,669 33	.....	751 06	177,420 39
Schenectady.....	456,021 80	100,000 00	77,685 00	633,707 40
Sea Cliff Inclined Cable.....	11,979 56	.....	13 47	11,993 03
Second Avenue.....	3,708,696 69	.....	28,437 27	3,737,133 96
Sixth avenue.....	2,043,123 28	5,000 00	47,040 39	2,095,163 67
Steinway.....	3,152,212 50	.....	14,594 37	3,166,806 87
Stillwater and Mechanicville.....	30,044 46	.....	254 07	30,298 53
Syracuse Consolidated.....	2,581,131 78	.....	8,708 72	2,589,840 50
Third Avenue.....	5,849,361 56	2,849,166 02	559,361 53	9,257,889 10
Tonawanda Electric.....	123,944 09	.....	4,436 61	128,380 70
Troy City.....	523,613 28	.....	7,375 50	531,488 78
Troy and Cohoes.....	50,000 00	.....	.....	50,000 00
Troy and Lansingburgh.....	1,108,002 50	5,906 67	69,526 06	1,183,435 23
Twenty-third Street.....	1,057,365 46	12,623 00	107,319 36	1,177,307 82
Utica and Mohawk.....	112,299 48	36,436 02	3,740 88	152,476 38
Utica Belt Line.....	747,325 69	.....	15,759 89	763,085 58
VanBrunt St. and Erie Basin.....	117,195 73	.....	5,661 62	122,857 35
Watertown.....	168,557 54	18,600 00	2,600 00	189,757 54
Waterford and Cohoes.....	24,481 20	.....	598 06	25,079 26
Watervliet Turnpike and R. R.....	624,103 26	106,040 74	276 61	729,420 61
West Side (Binghamton).....	25,000 00	.....	.....	25,000 00
Yonkers.....	515,628 88	.....	8,632 51	524,261 39
	\$96,664,470 07	\$4,084,841 99	\$6,949,409 03	\$107,648,221 09

(Concluded).

SURFACE STREET.

June 30, 1892.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$30,000 00	\$36,000 00	\$132 00	\$36,132 00	\$668 01	.....
25,000 00	30,000 00	1,358 89	46,358 89	.....	\$1,358 89
197,480 00	415,000 00	19,768 61	632,248 61	.....	8,868 85
250,000 00	25,000 00	16,216 84	291,216 84	1,297 54	.....
50,000 00	1,000 00	5,000 00	56,000 00	1,971 05	.....
50,000 00	31,000 00	2,058 16	83,058 16	15,304 21	.....
15,000 00	.....	.....	15,000 00	.....	.....
25,000 00	.....	.....	25,000 00	586 82	.....
150,000 00	300,000 00	18,439 32	468,439 32	.....	179,000 00
300,000 00	900,000 00	69,164 86	1,269,164 86	7,220 75	.....
15,000 00	.....	.....	15,000 00	4,286 05	.....
40,000 00	150,000 00	9,840 76	199,840 76	.....	33,615 33
65,800 00	54,000 00	1,630 00	121,230 00	3,989 25	.....
300,000 00	.....	.....	300,000 00	.....	407,958 86
28,500 00	.....	.....	28,500 00	779 10	.....
10,000 00	.....	6,712 77	16,712 77	11,188 15	.....
13,500 00	1,725 00	.....	15,225 00	1,968 57	.....
40,000 00	.....	.....	40,000 00	321 18	.....
20,000 00	.....	12,468 59	32,468 59	.....	11,389 39
125,000 00	112,500 00	1,365 00	238,765 00	.....	4,625 59
50,000 00	28,000 00	6,766 00	94,766 00	2,413 44	.....
1,000,000 00	736,000 00	67,252 58	1,803,252 58	10,077 86	.....
5,000,000 00	3,327,500 00	335,449 21	8,662,949 21	307,600 18	.....
300,000 00	.....	5,000 00	305,000 00	28,864 88	.....
25,000 00	25,000 00	6,132 97	56,132 97	.....	5,596 86
50,000 00	125,000 00	47,860 83	222,860 83	.....	45,440 44
300,000 00	300,000 00	31,268 76	631,268 76	2,440 64	.....
9,480 00	2,000 00	392 21	11,872 21	120 82	.....
1,862,000 00	1,750,000 00	97,142 11	3,709,142 11	27,998 85	.....
2,000,000 00	.....	18,567 33	2,018,567 33	77,606 34	.....
2,500,000 00	600,000 00	72,418 15	3,172,418 15	.....	5,611 36
11,575 00	17,500 00	736 45	29,811 45	497 06	.....
1,350,000 00	1,248,400 00	107,970 46	2,606,370 46	.....	16,539 96
4,000,000 00	5,000,000 00	146,137 62	9,146,137 62	111,751 45	.....
125,000 00	.....	8,943 82	133,943 82	.....	563 12
400,000 00	34,000 00	77,278 49	511,278 49	20,210 29	.....
50,000 00	.....	.....	50,000 00	.....	.....
600,000 00	299,955 00	13,760 21	913,715 21	269,720 02	.....
600,000 00	400,000 00	87,738 78	1,087,738 78	89,569 04	.....
51,500 00	70,000 00	29,900 00	151,400 00	1,076 38	.....
150,000 00	500,000 00	156,494 06	806,494 06	.....	48,406 48
75,000 00	25,000 00	1,515 60	101,515 60	21,361 75	.....
40,000 00	110,000 00	17,732 68	167,732 68	22,024 86	.....
25,000 00	.....	.....	25,000 00	79 26	.....
240,000 00	500,000 00	.....	740,000 00	.....	10,579 39
25,000 00	.....	.....	25,000 00	.....	.....
110,000 00	374,000 00	41,910 73	525,910 73	.....	1,599 34
\$54,880,086 73	\$43,659,252 38	\$7,876,409 99	\$106,136,759 65	\$2,661,897 63	\$1,229,436 19
			Net surplus	\$1,452,461 44	

TABLE

ROADS NOT IN OPERATION—

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Brooklyn and Queens County R. R., from Fulton Ferry, Brooklyn, to New York and Rockaway Beach R. R., Jamaica.....	President, Arthur J. Meyer; General Office, 52 Broadway, New York city.
Brooklyn Underground R. R., from Fulton Ferry, Brooklyn, to Flatbush.....	President, Henry Mumford, 90 Fulton street, Brooklyn, N. Y.
Canton and St. Lawrence River R. R. and Bridge Co., from Canton, St. Lawrence county, to boundary line between United States and Canada.....	President, William S. Carman, 1678 Washington avenue, New York city.
Central Tunnel Ry., from City Hall to Grand Central depot, Forty-second street, New York city.	President, C. V. Sidell; General Office, 47-49 Liberty street, New York city.
Coudersport, Hornellsville and Lackawanna R. R., from northerly terminal Coudersport, Hornellsville and Lackawanna R. R. of Pennsylvania to Lake Ontario Southern R. R.....	President, Benton McConnell, Hornellsville, N. Y.
Croton Valley Ry. Co., from Croton Point, N. Y., to State line between New York and Connecticut, near Ridgefield Conn.....	Treasurer, Isaac Aaron, 48 Wall street, New York city.
East River Ry., from East River, Brooklyn, to East River, New York.....	President, Benjamin S. Herring, 86 Wall street, New York city.
East River and Connecticut Ry., from Harlem river to Port Chester, with branches.....	Secretary, William F. Van Pelt, 19 William street, New York city.
Erle and Central New York Ry., from Cortland to Norwich.....	President, Wayland D. Tisdale, Cortland, N. Y.
Erle and Niagara River R. R., from Erle International Ry., to North Tonawanda.....	Secretary, A. R. Macdonough; General Office, 21 Cortlandt street, New York city.
Gouverneur and Adirondack Ry.....	President, F. B. Roblin; General Office, Syracuse, N. Y.
Hornellsville and West Union R. R., from Hornellsville to West Union, N. Y.....	President, Benton McConnell, Hornellsville, N. Y.
Hudson, Suspension Bridge and New England Ry., from State line of New Jersey to State line of Connecticut.....	President, Edward W. Serrell; General Office, 186 Liberty street, New York city.
Hudson Tunnel Ry.....	Secretary and Treasurer, William McMichael, 15 Broad street, New York city.
Jamestown and Northeastern R. R., from Jamestown to Falconer, N. Y.....	President, Frank E. Shaw, Dunkirk, N. Y.
Long Island Boynton Bicycle Railroad, from Rocky Point, N. Y., to near Watch Hill, R. I.....	President, F. W. Duntun; General Office, 44 Broadway, New York city.
Metropolitan Transit Company, from South Ferry through streets and avenues in New York to High Bridge.....	Secretary and Treasurer, Andrew J. Dwinelle, 38 Park Row, New York city.
New York, Boston, Albany and Schenectady R. R., from New York city to Schenectady, N. Y.....	Secretary and Treasurer, W. S. Carman, 1678 Washington avenue, New York city.
New York and Boston Island R. R., from Yonkers to Rye.....	Secretary, E. D. Hewins; General Office, 8 Congress street, Boston, Mass.
New York, Brooklyn and Sea Shore R. R., from East New York to Far Rockaway.....	President, William Strauss, 20 Nassau street, New York city.
New York Canadian Pacific Ry. (formed by merger of New York and Albany R. R., New York Northern R. R. and Schenectady R. R.), from New York city to Ogdensburg.....	President, Joseph H. Ramsey, 71 State street, Albany, N. Y.
New York, Connecticut and Eastern R. R., from State line of Connecticut, near Port Chester, to Fifty-ninth street, New York city.....	Treasurer, C. V. Sidell; General Office, 35 Wall street, New York city.
New York and Long Island Suburban Railroad.....	President, D. M. Tallmadge, 61 Broadway, New York city.
New York Underground Railway, under certain streets in the city of New York.....	President, Edward Luterbach; General Office, 120 Broadway, New York city.
New York and New Jersey Tunnel R. R., from City Hall, New York, to Communipaw, Jersey City, N. J.....	Treasurer, Ogden P. Pell, 47 Liberty street, New York city.
Niagara River and Erie R. R., from Erie and Black Rock R. R. to Tonawanda.....	Secretary, A. R. Macdonough, P. O. Box 839 New York city.
Oakta Valley R. R., from Le Roy, Genesee county, to Gainesville, Wyoming county.....	Vice-President, William Bristol; General Office, Warsaw, N. Y.
Oncota and Earlville R. R. from Laurens to Earlville.....	Treasurer, Rufus P. Luce; General Office, Hartwick, Otsego county, N. Y.
Oncota and Richfield Springs, R. R., from Richfield Springs to Oncota.....	Treasurer, Rufus P. Luce; General Office, Hartwick, Otsego county, N. Y.

F.

SURFACE STEAM.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$1,000 00	\$389 65	9.00	.....
3,600 00	2,881 43	3.64	.....
108,000 00	\$1,250 66	109,250 66	.....	.....
10,000 00	65 36	10,064 62	3.00	.....
1,400 00	1,956 72	14.00	.....
23,300 00	7,439 62	22,516 54	26.00	.....
1,000 0060	.....
408,230 00	4,401 08	87,074 22	32.00	.....
227,500 00	4,765 00	272,265 00	50.00	.....
14,600 00	8.00	.....
1,500 00	216 50	1,716 50	13.70	.....
160,000 00	409 66	16.00	.....
822,500 00	\$1,307,663 15	122,529 16	2,262,692 31	56.00	.....
2,080,200 00	2,662,000 00	.....	1,210,000 00	.....	.....
5,000 00	789 35	5,789 35	5.00	.....
200,000 00	12,170 34	212,170 34	20.00	.....
.....	11.00	.....
680,100 00	264,000 00	108,040 37	1,052,140 37	127.00	.....
2,000 00	2,000 00	12.24	.....
62,000 00	18,500 00	42,025 00	104,100 00	13.00	.....
1,266,200 00	120,179 98	1,406,379 98	250.00	.....
22,300 00	44,082 12	66,381 52	25.20	.....
.....
3,000,200 00	260,000 00	14,948 68	3,014,948 68	11.00	.....
4,075 00	4,075 00	3.00	.....
12,700 00	8.00	.....
.....	976 59	25.00	.....
4,200 00	4,200 00	42.00	.....
2,200 00	2,200 00	22.00	.....

TABLE F —

ROADS NOT IN OPERATION —

Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD — WHERE LOCATED — NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Otis Elevating Ry. Co., from Mountain House station, Catskill Mountain Ry., to North Lake, Greene county
 President, Charles L. Rickerson; General Office, 54 Harrison street, New York city.
 Port Chester and Tarrytown R. R., from Port Chester to Tarrytown
 Director, W. J. Tingue. Port Chester, N. Y.
 Poughkeepsie and Hudson Ry., from Poughkeepsie to Hudson
 Treasurer, C. T. Moffett, Syracuse, N. Y.
 Rockland Lake R. R., from Congress station, West Shore R. R., to Rockland Lake
 Secretary, L. O. Reeve, 432 Canal street, New York city.
 South Brooklyn R. R. and Terminal Co., from New York bay, near Thirty-eighth street, Brooklyn, to corner of Church and Flatbush avenues, in village of Flatbush
 Secretary, Francis H. Bergen; General Office, Pier 2, New York city.
 South Cairo and East Durham R. R., from South Cairo to East Durham
 Secretary, J. Freelon Gaylord; General Office, Catskill, N. Y.
 Terminal Underground R. R., from City Hall Park, New York City, to Grand Central Depot, Forty-second street
 President, C. V. Sidel; General Office, 35 Wall street, New York city.
 Tilly Foster Mine R. R., from Tilly Foster Mines, at Tilly Foster, to Brewster's, N. Y.
 Secretary, H. V. Vultee; General Office, 53 Wall street, New York city.
 Washington County R. R., from Greenwich to State line, near Granville
 Secretary, William G. Ladd; 136 Liberty street, New York city.
 Westchester Ry. Co., from Harlem river, New York, to Danbury, Conn., with branches
 Secretary and Treasurer, William F. Van Pelt; General Office, 19 William street New York city.

ELEVATED

Atlantic Avenue Elevated Railway, over, under and across certain streets, avenues, etc., in Brooklyn and in Kings county
 President, Austin Corbin, 122 Broadway, New York city.
 Long Island Elevated Railway, from South Ferry, Brooklyn, to city line via Atlantic avenue....
 President, Austin Corbin, 122 Broadway, New York city.
 Sea Side and Brooklyn Bridge Elevated Railroad, over, under and across certain streets, avenues, etc., in the city of Brooklyn and in Kings county
 President, Simon Uhlmann, 31 Sands street, Brooklyn, N. Y.

SURFACE

Christopher Street and James Slip Ferry Railway; certain streets in New York city
 Nathaniel S. Smith, Treasurer; General Office, 120 Broadway, New York city.
 Coney Island Surface Railway, certain streets and avenues in town of Gravesend
 President, F. H. Lowerre; General Office, 45 William street, New York city.
 Elmira Transfer Railway, from corner State and Water streets to State and Fifth streets, Elmira
 President, Austin Corbin; General Office, Elmira, N. Y.
 Fifth Avenue Railway, from South Fifth avenue and Canal street, New York, to Central Park, at Fifty-ninth street via Fifth avenue
 President, Thomas B. Musgrave; General Office, 535 Fifth avenue, New York city.
 Fiftieth street, Astoria Ferry and Central Park Railroad
 Secretary and Treasurer, Fred'k A. Bartlett, Temple Court (5 Beekman street), New York city.
 Fulton, Wall Street and Cortlandt Street Ferries Railroad, certain streets in New York city
 Secretary, DeWitt J. Apgar; General Office, 45 William street, New York city.
 Hornellsville and Canisteo Railway, from Hornellsville to Canisteo
 Charles Adair, Secretary; General Office, 119 Main street, Hornellsville, N. Y.
 Hornellsville Electric Railway, Hornellsville, N. Y.
 Charles Adair, President; General Office, 119 Main street, Hornellsville, N. Y.
 Madison Avenue and Eighty-sixth Street Railway, from Madison avenue and Eighty-fifth street to Hudson river, via Eighty-fifth and Eighty-sixth streets
 Treasurer, E. V. W. Rosseter; General Office, Grand Central Depot, New York city.
 Fort Richmond and Prohibition Park Electric Railroad, from Port Richmond, N. Y., to Prohibition Park, N. Y.
 Charles A. Starbuck, President; General Office, Port Richmond, N. Y.

STEAM, ELEVATED AND STREET ROADS NOT IN OPERATION. 51

(Continued).

SURFACE STEAM.

Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$100,000 00	\$1,741 45	1.25	.....
2,000 00	14.00	.....
4,100 00	4,100 00	41.00	.....
.....	2.00	.....
500,000 00	\$1,200,000 00	\$354,860 64	1,833,008 09	4.00	.....
6,130 00	84 81	6,131 14	10.00	.....
1,750 00	4,570 79	6,330 79	6.00	.....
1,300 00	1,133 64	2.00	.....
.....	6,273 74	.....	36.00	.....
906,340 00	10,489 46	917,089 46	60.00	.....
\$10,730,275 00	\$5,702,168 15	\$361,175 61	\$12,609,966 57	992.73	.....

STEAM.

\$50,000 00	.....	.....	\$17,263 53	.....	.....
50,000 00	.....	.....	15,175 23	.....	.....
50,000 00	.....	.....	14,175 23	.....	.....
\$150,000 00	.....	.....	\$47,213 97	.....	.....

STREET.

\$1,400 00	.....	.....	\$1,400 00	.....	.....
5,370 00	.....	.....	5,370 00	.....	.....
10,000 00	.....	\$996 78	996 78	.64	.....
2,000,000 00	.....	.....	15,000 00	3.50	.....
500,000 00	.....	.....	7,774 58	7.75	.....
700 00	\$450,000 00	.....	.....	2.00	.....
50,000 00	50,000 00	.....	.....	4.61	.....
50,000 00	50,000 00	.....	100,000 00	.....	.....
2,000 00	.....	2,155 98	4,155 98	1.75	.....
5,000 00	.....	.....	1,500 00	1.50	.....

TABLE F—
ROADS NOT IN OPERATION—
Statement of Location, Capital Stock, Funded and Floating Debt,

NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Sackett Street Railroad, from Hamilton Ferry, Brooklyn, to Ninth avenue, via Sackett street, with branches.....
 Secretary, Thomas E. Stewart; General Office, No. 308 Broadway, New York city.
 Staten Island Sea Beach Railroad, running over the Sea Side boulevard, Staten Island.....
 President, Adolph L. King; General Office, Rosebank, Richmond county, N. Y.
 Thirty-fourth Street Railroad, foot of West Thirty-fourth street to ferry at foot of East Thirty-fourth street, New York city.....
 Secretary, De Witt J. Apgar; General Office, 45 William street, New York city.
 Thirty-fourth Street Ferry and Eleventh Avenue Railroad, certain streets in New York city....
 President, D. D. Conover; General Office, 45 William street, New York city.
 Twenty-eighth and Twenty-ninth Streets Railroad, from North river terminus to East river terminus, New York city.....
 Secretary, De Witt J. Apgar; General Office, 45 William street, New York city.

*(Concluded).***SURFACE STREET.***Cost of Road and Equipment, Miles Projected and Miles Built.*

Capital stock.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$3,500 00	\$7,000 00	.....	.....	.....	.....
300 00	.....	.....	.....	3.00	.....
100,000 00	600,000 00	.....	\$399,100 00	5.00	.....
1,200,000 00	700,000 00	.....	1,899,300 00	.....	.....
500,000 00	500,000 00	.....	499,600 00	5.00	.....
\$4,497,170 00	\$3,397,000 00	\$3,153 71	\$3,283,797 29	36.75	.....

TABLE G.

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1891.	* For year ending June 30, 1892.
<i>Capital Stock and Debt.</i>		
Capital stock issued.....	\$846,712,352 69	\$899,889,896 48
Funded debt.....	683,450,067 23	808,984,865 11
Floating debt.....	64,085,665 04	89,750,596 07
Total stock and debt.....	\$1,844,198,084 96	\$1,598,575,289 66
<i>Assets.</i>		
Cost of road and equipment.....	\$1,270,265,168 12	1,898,880,501 00
Permanent investments, supplies, cash and current assets.....	184,124,819 10	261,178,154 83
Total assets.....	\$1,404,889,482 22	\$1,660,058,655 83
<i>Earnings from Operation.</i>		
From passenger transportation.....	PASSENGER. \$47,747,802 18	PASSENGER. \$54,869,199 06
From freight transportation.....	FREIGHT. \$109,604,808 15	FREIGHT. \$146,896,618 89
From mail transportation.....	3,754,792 68	4,132,742 41
From express transportation.....	3,809,794 44	4,517,428 92
From miscellaneous sources.....	1,783,704 38	1,821,588 75
Gross earnings from operation.....	\$57,195,898 58	\$65,840,304 11
Operating expenses.....	\$7,446,481 96	45,496,960 97
Net earnings from operation.....	\$19,749,411 57	\$20,343,343 14
<i>Income Account.</i>		
Gross earnings from operation, as above.....	\$169,012,504 22	\$218,998,745 98
Less operating expenses.....	118,528,846 87	148,864,445 87
Net earnings from operation.....	\$55,484,157 85	\$70,684,800 81
Add income from other sources..	4,965,168 92	6,875,595 64
Gross Income from all sources	\$60,449,321 27	\$77,009,895 95

* Seventy per cent and upwards of the apparent increase of grand totals in 1892 is due to the fact that the operations of the entire Philadelphia and Reading system are embraced in the 1892 figures, whereas in 1891 only a very small portion of such system, lying wholly in New York State and operating its own lines until date of the lease to the Philadelphia and Reading, December 1, 1891, is included in totals for that year.

TABLE G— (Continued).
ABSTRACT OF REPORTS OF RAILROAD COMPANIES.
ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.
SURFACE STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Deductions from Gross Income.</i>		
† Interest	\$21,264,315 48	\$27,246,668 17
* Rentals of leased lines	16,354,120 41	23,781,029 52
Taxes	6,087,549 96	6,264,158 96
Miscellaneous	1,427,473 93	1,765,222 14
Total deductions from Gross Income....	\$45,133,458 77	\$59,057,078 79
Net Income from all Sources	\$15,815,862 50	\$17,952,822 16
<i>Payments from Net Income.</i>		
† Dividends	\$12,358,240 20	\$13,720,302 10
Miscellaneous	94,488 62	1,881,855 97
Total payments from net income	\$12,452,678 82	\$15,551,658 07
Surplus	\$2,868,188 68	\$2,401,164 09
<i>Mileage.</i>		
Miles of road built and operated, main line..	12,947.22	14,560.34
Miles of additional track	8,700.24	4,594.98
Miles of sidings	5,258.68	6,886.55
Total miles of track	21,906.14	25,991.87
Miles of road in New York State	7,651.17	7,770.36
Miles of track in New York State	18,214.68	18,908.87
<i>Equipment.</i>		
Locomotives, 8 drivers	612	650
Locomotives, 6 drivers	1,450	8,047
Locomotives, 4 drivers	2,874	2,851
Total number of locomotives	4,936	6,548
Cars, first-class passenger	3,728	4,474
Cars, second-class passenger	620	810
Cars, baggage, mail and express	1,287	1,651
Total number of cars for passenger traffic	5,585	6,935
Total number of cars for freight traffic.....	188,067	275,863
* Used by lessors, as follows (see Table D):		
	June 30, 1891.	June 30, 1892.
Interest	\$7,904,005 78	\$4,331,329 84
Dividends	3,881,616 78	4,331,046 46
Not designated	4,618,497 90	11,198,643 22
Total rental of leased lines	\$16,354,120 41	\$23,781,029 52
† Total interest as per above table and note	\$99,168,321 21	\$35,588,008 01
† Dividends as per above table	\$12,358,240 20	\$13,720,302 10
† Portion of rentals of leased lines paid in dividends by lessors, as per note on preceding page	3,881,616 78	4,291,046 46
	\$16,189,856 98	\$18,011,348 56

TABLE G—(Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STREAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Traffic and Mileage Statistics.</i>		
Number of passengers carried, "through" ..	6,110,459	20,156,686
Number of passengers carried, "local"	119,801,841	182,985,404
Total number of passengers carried	125,911,800	158,142,090
Number of passengers carried one mile	2,578,940,299	2,960,486,765
No. of tons of freight carried, "through" ..	56,794,578	82,918,874
No. of tons of freight carried, "local"	57,457,761	78,251,068
Total number of tons of freight carried ..	114,252,334	156,164,487
No. of tons of freight carried one mile	14,577,616,629	19,460,098,145
Passenger train mileage	48,699,996	57,906,712
Freight train mileage	68,447,897	89,406,687
All other train mileage	25,569,816	29,894,246
Total train mileage	142,717,709	177,207,645
<i>Per passenger per mile:</i>		
Passenger earnings (cents)	2.22	2.21
Passenger expenses (cents)	1.45	1.54
Passenger profit (cents)	0.77	0.67
<i>Per passenger train mile:</i>		
Passenger earnings	\$1 17	\$1 18
Passenger expenses	77	79
Passenger profits	40	84
<i>Per ton of freight per mile:</i>		
Freight earnings (cents)	0.7670	0.764
Freight expenses (cents)	0.5219	0.508
Freight profit (cents)	0.2451	0.261
<i>Per freight train mile:</i>		
Freight earnings	\$1 68	\$1 66
Freight expenses	1 11	1 09
Freight profit	52	57
<i>Per mile of road operated:</i>		
Passenger earnings	\$4,417 62	\$4,487 59
Passenger expenses	2,892 24	3,124 72
Passenger profit	1,525 88	1,362 87
Freight earnings	8,686 84	10,209 78

TABLE G—(Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Per mile of road operated (Continued).</i>		
Freight expenses	\$5,876 81	\$6,721 51
Freight profit	2,760 08	3,488 27
Gross earnings from operation	18,053 96	14,697 87
Operating expenses	8,768 55	9,846 28
Net earnings from operation	4,285 41	4,851 14
Cost of maintenance of way and structures	1,688 68	1,807 50
Cost of maintenance of equipment	1,453 25	1,609 57
Cost of conducting transportation	4,552 49	5,058 41
General expenses	1,144 18	1,870 75
Average number of employees	9.44	10.54
Average number of passengers per train	53	51
Average miles each passenger was hauled ..	20.43	19.33
Average number of tons of freight per train ..	212.97	216.54
Average miles each ton was hauled	127.59	124.61
Average number of employees during year ..	123,196	153,456
*Percentage of net income to capital stock..	02.96	03.18
Percentage of dividends declared to capital stock	02.50	02.72
Percentage of gross income to cost of road and equipment	04.76	05.50
Percentage of operating expenses to gross earnings from operation	67.17	66.99
Percentage of passenger expenses to passenger earnings	65.47	69.63
Percentage of freight expenses to freight earnings	67.33	65.88

*As the cost of road and equipment, capital stock and debt of lessor companies are included with operating companies under those heads respectively, the income of such lessor companies should be included in any computations based on those accounts; therefore the percentage of net income to capital stock is computed on the following basis:

	June 30, 1891.	June 30, 1892.
Net income as herein above shown	\$15,315,893 50	\$17,953,533 16
Add portion of rentals used by lessors for dividends, as before shown in note (dividends not being a fixed charge)	3,831,616 78	4,301,046 46
Total net income of operating and lessor companies	\$19,147,479 28	\$22,254,579 62

TABLE G—(Continued).
ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

ELEVATED STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Capital Stock and Debt.</i>		
Capital stock	\$57,416,882 54	\$57,427,882 54
Funded debt.....	55,077,870 00	56,865,020 00
Floating debt.....	8,405,558 50	8,749,966 76
Total stock and debt ...	\$115,899,761 04	\$117,842,819 80
<i>Cost of Road and Equipment</i>	\$80,470,602 88	\$82,261,862 12
<i>Earnings from Operation.</i>		
From passenger operation.....	\$12,594,787 28	\$18,866,897 53
From mail transportation	5,000 00	5,000 00
From miscellaneous sources	42,897 88	48,524 97
Gross earnings from operation	\$12,642,485 16	\$18,414,922 50
Operating expenses	6,700,578 46	7,027,063 79
<i>Net Earnings from Operation.</i>	\$5,941,856 70	\$6,887,858 71
<i>Income Account.</i>		
Net earnings from operation, as above.....	\$5,941,856 70	\$6,887,858 71
Income from other sources.....	126,248 56	149,868 44
<i>Gross Income from all Sources</i>	\$6,0 8,105 26	\$6,587,727 15
<i>Deductions from Gross Income.</i>		
Interest	\$2,593,119 56	\$2,757,888 57
Rentals of leased lines.....	117,500 00	12,000 00
Taxes and miscellaneous	522,488 21	566,748 68
Total deductions from Gross Income....	\$3,233,057 77	\$3,336,132 25
<i>Net Income from all Sources</i>	\$2,835,047 49	\$3,201,594 90
<i>Payments from Net Income.</i>		
Dividends	\$1,620,000 00	\$1,800 000 00
<i>Surplus</i>	\$1,215,047 49	\$1,401,594 90
<i>Mileage.</i>		
Miles of main line and branches	61.96	61.57
Miles of additional track	72.67	72.28
Miles of sidings.....	22.76	22.81
Total miles of track.....	157.39	156.66

TABLE G— (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

ELEVATED STEAM RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Equipment.</i>		
Locomotives	459	460
Cars, first-class passenger	1,414	1,414
Cars, service	49	49
<i>Miscellaneous Statistics.</i>		
* Miles run by trains	12,668,169	13,048,104
Number of passengers carried	251,904,593	267,838,400
<i>Per passenger carried:</i>		
Gross earnings from operation (cents)...	5.02	5.02
Operating expenses (cents)	2.66	2.63
Net earnings from operation (cents)....	2.36	2.39
<i>Per mile of road operated:</i>		
Gross earnings from operation	\$204,041 88	\$217,890 88
Operating expenses	108,143 62	114,181 80
Net earnings from operation	95,898 26	103,749 53
Cost of maintenance of way and structures	10,086 61	9,639 70
Cost of maintenance of equipment	12,255 38	14,479 79
Cost of conducting transportation	75,379 81	78,489 63
General expenses	10,421 87	11,522 19
Average number of employees during year...	6,490	6,675
† Percentage of net income to capital stock ..	06.08	06.81
† Percentage of dividends declared to capital stock ..	08.45	08.88
Percentage of gross income to cost of road and equipment	07.54	07.95
Percentage of operating expenses to gross earnings from operation	53.00	52.88

* In addition to this, which is "passenger" mileage, 40,571 "other mileage" is reported for year ending June 30, 1891, and 16,109 miles for year ending June 30, 1892.

† These computations are made on the following basis:

Manhattan Elevated (Consolidated stock)	\$30,000,000 00
Brooklyn Elevated stock	13,238,600 00
Tukon	800,000 00
King County Elevated	8,350,000 00
Sea View	190,752 54
	<u>\$47,094,252 54</u>

TABLE G — (Continued).
ABSTRACT OF REPORTS OF RAILROAD COMPANIES.
ROADS IN OPERATION.
Comparative Statement for years ending June 30, 1891 and 1892.
SURFACE STREET RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Capital Stock and Debt.</i>		
Capital stock issued.....	\$46,835,066 70	\$54,660,096 78
Funded debt	39,375,245 81	48,659,252 88
Floating debt.....	4,611,670 96	7,876,409 99
Total stock and debt....	\$90,821,983 47	\$106,195,759 65
<i>Cost of Road and Equipment.....</i>	<i>\$85,320,026 92</i>	<i>\$96,664,470 07</i>
<i>Earnings from Operation.</i>		
From passenger transportation	\$20,078,878 58	\$21,416,208 16
From miscellaneous sources	80,100 08	108,025 78
Gross earnings from operation	\$20,158,978 66	\$21,519,228 94
Operating expenses	14,914,204 72	15,715,179 17
<i>Net Earnings from Operation.....</i>	<i>\$5,239,768 94</i>	<i>\$5,804,049 77</i>
<i>Income Account.</i>		
Net earnings from operation, as above.....	\$5,239,768 94	\$5,804,049 77
Income from other sources	408,970 85	440,408 05
<i>Gross Income from all Sources.....</i>	<i>\$5,648,739 79</i>	<i>\$6,244,457 82</i>
<i>Deductions from Gross Income.</i>		
Interest	\$1,704,391 95	\$2,087,556 09
*Rentals of leased lines.....	617,901 92	598,611 25
Taxes.....	988,676 22	1,039,500 74
Miscellaneous.....	132,908 14	55,275 61
Total deductions from Gross Income....	\$3,898,878 23	\$3,780,943 69
<i>Net Income from all Sources</i>	<i>\$2,254,866 56</i>	<i>\$2,513,509 13</i>

*Used by lessors as follows (see Table D):

	June 30, 1891.	June 30, 1892.
Interest.....	\$316,300 00	\$394,050 00
Dividends.....	281,800 00	283,717 00
Not designated.....	19,801 98	11,844 82
	<u>\$617,901 98</u>	<u>\$689,611 82</u>
Total interest as per the above table and note	<u>\$2,030,691 95</u>	<u>\$2,331,006 00</u>

TABLE G — (Concluded).

ABSTRACT OF REPORT OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for years ending June 30, 1891 and 1892.

SURFACE STREET RAILROADS.

	For year ending June 30, 1891.	For year ending June 30, 1892.
<i>Payments from Net Income.</i>		
*Dividends	\$1,875,246 22	\$1,979,538 87
Miscellaneous	727 10	22,551 50
Total payments from net income	\$1,875,973 82	\$2,002,085 87
Surplus ..	\$378,898 24	\$511,428 76
<i>Mileage.</i>		
Miles of road built and operated	660.67	718.86
Miles of additional track and sidings	428.77	460.26
Total miles of track	1,084.44	1,174.12
<i>Equipment.</i>		
Horses	27,188	29,449
Cars, dummy, with engines	84	83
Cars, passenger	6,021	6,838
Electric motor cars	374	731
<i>Miscellaneous Statistics.</i>		
Number of passengers carried	410,720,806	438,965,854
<i>Per passenger carried:</i>		
Gross earnings from operation (cents)...	4.91	4.96
Operating expenses (cents)	3.63	3.62
Net earnings from operation (cents)	1.28	1.34
<i>Per mile of road operated:</i>		
Gross earnings from operation	\$30,505 86	\$30,144 89
Operating expenses	22,574 86	22,014 87
Net earnings	7,981 00	8,180 52
Percentage of net income to capital stock ..	05.47	04.6
Percentage of dividends declared to capital stock	04.65	04.1
Percentage of gross income to cost of road and equipment	06.62	06.46
Percentage of operating expenses to gross earnings from operation	74.00	78.08
Average number of employees during year .	15,808	17,476

June 30, 1891. June 30, 1892.

Total dividends as per above table and note, preceding page..... \$3,157,046 22 \$3,272,250 89

TABLE H.*

Railroad Companies organized since July 1, 1882, from which no reports have been received for year ending June 30, 1892.

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

STEAM ROADS—SURFACE.

NAME.	Date of charter.	Remarks.
Adirondack Extension.....	April 30, 1881	Never made a report.
Adirondack and St. Lawrence.....	Dec. 11, 1880	Never made a report.
Albany Terminal.....	Feb. 6, 1888	Letter filed with Board of R. R. Commissioners October 5, 1888.
Attica and Arcade.....	Feb. 28, 1870	Corporate existence renewed by chap. 577, Laws of 1880. See R. R. Comm's Rep., 1888.
Attica, Lockport and Lake Ontario.....	Nov. 24, 1883	Last report made was for year 1886.
Baldwinsville Branch.....	July 7, 1886	Last report made was for year 1886.
Batavia, Albion and Lake Ontario.....	June 25, 1883	Last report made was for year 1880.
Binghamton and Southwestern.....	Jan. 15, 1887	Consolidated with Will'sport and Northeastern Dec. 17, 1887, as the Will'sport & Binghamton.
Binghamton and State Line.....	May 12, 1882	Never made a report.
Branchport and Penn Yan.....	March 17, 1885	Never made a report.
Brookfield.....	June 15, 1888	Last report made was for year 1888.
Brooklyn Bridge and South Shore.....	March 8, 1886	Last report made was for year 1889.
Brooklyn and Long Island Cable.....	March 15, 1884	Last report made was for year 1885.
Brooklyn and Long Island Trunk Line.....	March 31, 1883	Last report made was for year 1884.
Buffalo Dock and Connecting.....	Jan. 6, 1880	Never made a report.
Buffalo and Geneva (No. 1).....	Jan. 19, 1886	Never made a report.
Buffalo and Geneva (No. 2).....	Feb. 28, 1889	Merged in Lehigh Val. Ry. Co., June 25, 1890.
Buffalo and Great Western.....	April 12, 1882	Property sold and charter forfeited.
Buffalo Harbor.....	Nov. 25, 1883	Last report made was for year 1885.
Buffalo, Lackawanna and Pacific.....	March 29, 1889	Never made a report.
Buffalo and South Park Belt Line.....	June 29, 1887	Last report made was for year 1888.
Buffalo, Thousand Islands and Cortland.....	May 20, 1890	Last report made was for year 1890.
Buffalo, Williamsville and Northern.....	June 8, 1888	Never made a report.
Buffalo and Williamsville.....	March 25, 1886	Last report 1888. See letter filed with Board of R. R. Commissioners January 23, 1890.
Camden, Watertown and Northern.....	Dec. 17, 1880	Never made a report.
Canton and Waddington.....	March 18, 1884	Never made a report.
Cedarhurst.....	Nov. 28, 1884	Last report made was for year 1889.
Central New York and Southwestern.....	May 7, 1887	Pittsburgh, Lack & West., under new name.
Charlotte and Lake View.....	July 26, 1891	Last report filed was for year 1886.
City Railway Company of New York.....	March 30, 1886	Never made a report.
Columbia and Rensselaer.....	June 15, 1886	Last report made was for year 1888.
Davenport.....	Sept. 5, 1888	See letter filed with Board of R. R. Commissioners December 7, 1888.
Davenport, Middleburgh & Durham.....	April 30, 1882	Never made a report.
Delaware & North River.....	July 6, 1889	Last report made was for year 1891.
Delhi and Hudson River.....	Dec. 2, 1882	Never made a report.
Dexter and Ontario.....	Sept. 27, 1889	Never made a report.
Dunderburgh Spiral.....	Nov. 9, 1889	Never made a report.
Dutchess County.....	April 21, 1880	Never made a report.
Dutchess Extension.....	Feb. 14, 1889	Last report made was for year 1889.
East Branch Connecting.....	April 8, 1889	Never made a report.
East Buffalo Terminal.....	Feb. 13, 1888	Never made a report.
East River Tunnel.....	Feb. 15, 1885	Last report made was for year 1886.
East Side and Mount Vernon.....	March 25, 1881	Last report made was for year 1891.
Elmira Connecting.....	Jan. 14, 1882	Last report made was for year 1889.
Elmira, Rochester and Lake Ontario Term.....	June 8, 1884	Never made a report.
Port Plain and Richfield Springs.....	July 6, 1887	Last report made was for year 1888.
Port Pond Bay.....	Dec. 28, 1882	Last report made was for year 1884.
Fourteenth Street District.....	Dec. 29, 1885	Last report made was for year 1889.
Genesee Falls.....	May 25, 1886	Never made a report.
Genesee and Wyoming Valley.....	April 27, 1891	Never made a report.
Gouverneur and Edwards.....	Aug. 30, 1880	Last report made was for year 1891.
Gouverneur and Oswegatchie.....	April 12, 1882	See unverified statements filed with Board of R. R. Commissioners December 20, 1888.
Grand Central Transit Co.....	July 10, 1884	Never made a report.
Greenwood Lake and Port Jervis.....	May 29, 1888	Merged in Ontario, Carbondale and Scranton October 3, 1889.
Hancock and Pennsylvania.....	April 2, 1889	Articles of association defective; reincorporated as Hancock and Pennsylvania.
Hancock and State Line.....	March 14, 1889	Last report made was for year 1888.
Harlem River.....	Oct. —, 1883	Never made a report.
Henning Rapid Transit.....	Jan. 10, 1891	Consolidated in Mohawk and Malone.
Herkimer, Newport and Poland Exten.....	Sept. 10, 1891	Last report made was for year 1888.
Highland Junction.....	Aug. 8, 1881	Consolidated with the Foughit's and Conn., as the Cen. New England & West.
Hudson Connecting.....	Jan. 28, 1887	Last report made was for year 1884.
Hudson River and Boston.....	July 14, 1885	

* For companies organized prior to July 1, 1882, see Table H in former reports of this Board. See also "Alphabetical List of Companies formed under the Laws of this State," in Vol. I, Report of Railroad Commissioners.

TABLE H — (Continued).

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

STEAM ROADS—SURFACE.

NAME.	Date of charter.	Remarks.
Jamestown Short Line.....	May 25, 1886	Never made a report.
Johnsonville and Rutland.....	June 11, 1890	Never made a report.
Kingston and Utica.....	May 14, 1882	
Kinderhook, Valatie and Niverville.....	Jan. 18, 1887	Last report made was for year 1887.
Kinderhook, Valatie and Stuyvesant.....	July 26, 1887	Last report made was for year 1887.
Kingston, Warwick and Easton.....	Sept. 5, 1888	Last report made was for year 1887.
Lake Mahopac and Connecticut.....	Oct. 19, 1886	Last report made was for year 1891.
Lewiston and Youngstown.....	May 11, 1892	
Lima and Honeyoye Falls.....	March 28, 1892	
Little Falls and Dolgeville.....	Feb. 20, 1891	Never made a report.
Little Falls, Hornesville & Otego Lake Narrow Gauge.....	June 13, 1889	Last report made was for year 1891.
Little Falls, Dolgeville and Pisco Lake.....	Feb. 7, 1888	Abandoned. See R. R. Comm'r's Rep., 1894.
Lockport and Northern.....	March 30, 1889	Last report made was for year 1890.
Long Island and New York Terminal.....	Feb. 27, 1892	
Long Island City and Sea Beach.....	March 19, 1886	Last report made was for year 1888. See letter filed December 24, 1889.
Malone and Canada.....	June 1, 1888	Reported in 1888 that nothing had been done.
Malone and St. Lawrence.....	Sept. 10, 1891	
Manhattan Beach Extension.....	Dec. 14, 1892	Last report made was for year 1894.
Metropolitan Underground (Cable).....	Jan. 19, 1891	Never made a report.
Middlesex Valley.....	May 12, 1892	
Mohawk and Adirondack.....	May 5, 1891	Never made a report.
Mohawk and St. Lawrence.....	Dec. 20, 1890	Never made a report.
Mohawk and Susquehanna Valley.....	June 20, 1887	See letter filed with Board, December 31, 1898.
Mohawk Valley and Northern.....	Oct. 31, 1890	Never made a report.
Monticello and Fallsburgh.....	May 12, 1889	Never made a report.
Neversink Valley.....	April 30, 1898	Never made a report.
Newburgh and Poughkeepsie.....	March 5, 1887	Last report made was for year 1887.
New England and Southwestern.....	April 22, 1895	Last report made was for year 1894.
New England and Western.....	June 6, 1887	Last report made was for year 1896.
New Jersey and Staten Island Junction.....	Dec. 14, 1896	Never made a report.
New York Bay and Extension.....	Jan. 26, 1892	
New York Arcade.....		See p. 596, vol. II, Report of 1895.
New York and Brooklyn (Cable).....	April 30, 1891	Never made a report.
New York and Boston.....	May 30, 1892	
New York Connecting.....	April 31, 1892	
New York Cable.....	April 22, 1894	Last report made was for year 1887.
New York City and Westchester.....	April 18, 1887	Last report made was for year 1890.
New York, Danbury and Boston.....	Aug. 14, 1888	Last report made was for year 1893.
New York District.....	Dec. 23, 1895	Last report made was for year 1890.
New York and East River.....	Jan. 18, 1891	Last report made was for year 1899.
New York Harbor.....	Jan. 15, 1887	Never made a report.
New York and Jersey City (Cable).....	April 30, 1891	Never made a report.
New York, New Jersey and Eastern.....	June 6, 1892	
New York and Long Island.....	July 30, 1887	Never made a report.
New York and New Jersey Terminal.....	Feb. 2, 1891	Never made a report.
New York Northern No. 1.....	April 23, 1896	Last report made was for year 1891.
New York Northern No. 2.....	June 25, 1898	Never made a report.
New York and Queens County Tunnel.....	Dec. 7, 1891	
New York, Richmond Spgs and O'perst'n.....	Dec. 15, 1892	Last report made was for year 1894.
New York and South Beach.....	April 30, 1891	Never made a report.
New York and Yonkers.....	Feb. 12, 1892	
Niagara Falls and La Salle.....	May 17, 1890	Never made a report.
Niagara Falls and Lewiston.....	Oct. 8, 1890	Never made a report.
Niagara Falls and Whirlpool.....	Jan. 7, 1890	Cap. surrendered to Niag. Falls & Lewiston.
Niagara Shore Terminal.....	Jan. 28, 1891	Never made a report.
Niagara Junction.....	May 27, 1892	
Oneida, Oneonta and New York.....	Aug. 20, 1889	Last report made was for year 1891.
Oneondaga Lake.....	Sept. 9, 1890	Never made a report.
Oneonta and Otego Valley.....	Sept. 10, 1887	See letter filed with Board December 31, 1898.
Oswego.....	March 24, 1898	Last report made was for year 1899.
Ottawa, St. Lawrence and Schenectady.....	Feb. 10, 1893	Never made a report.
Ottawa, Waddington and New York Railway and Bridge Co.....	Jan. 2, 1894	Never made a report.
Oyster Bay Extension.....	Aug. 31, 1896	Road built and operated by Long Island R.R. Co. See report 1899, Long Island R. R. Co.
Poughkeepsie and Sage's Rapid Transit.....	May 24, 1887	Never made a report.
Port Amboy.....	Jan. 11, 1893	Never made a report.
Poughkeepsie and Sage's Rapid Transit.....	May 5, 1885	Never made a report.
Poughkeepsie, Chautauqua and Lake Erie.....	Jan. 27, 1888	Consolidation of the Warren, Sugar Grove and Mayville of New York with company of same title of Pennsylvania.
Poughkeepsie, Lackawanna and Western.....	June 5, 1898	Changed to Cen. New York and So. Western.
Poughkeepsie and Connecticut.....	Sept. 14, 1898	Last report made was for year 1899.
Poughkeepsie Connecting.....	Jan. 28, 1887	Consolidated with Hudson Connecting under title of Central New England and Western.
Poughkeepsie and Delaware Valley.....	Feb. 16, 1887	Last report made was for year 1897.
Poughkeepsie, Hartford and N. England.....	Sept. 10, 1887	Last report made was for year 1886.
		Consolidated with Poughkeepsie and South- western as Penn., Poughkeepsie & Boston.

TABLE H — (Continued).

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

STEAM ROADS — SURFACE.

NAME.	Date of charter.	Remarks.
Poughkeepsie and Southeastern	Sept. 1, 1886	Last report made was for year 1886.
Poughkeepsie and Southwestern	March 9, 1888	Consolidated with Poughkeepsie, Hartford and N. Eng. as Penn., P'keepsie and Boston.
Poughkeepsie Terminal	May 19, 1887	Last report made was for year 1887.
River Bridge	Jan. 9, 1891	Never made a report.
Rochester, Honeoye Valley	Jan. 14, 1888	Last report made was for year 1891.
Rochester and Lake Beach	Feb. 1, 1888	Reorganization of Rochester and Ont. belt, which was sold on foreclosure Aug. 3, 1897. Capital of the new company subsequently surrendered to R. W. and O. Terminal.
Rochester Terminal	June 22, 1886	Letter filed with Railroad Commissioners, Sept. 20, 1889, stating company to be defunct.
Rockaway Electric	Dec. 27, 1884	Never made a report.
Rome and Boonville	Oct. 13, 1882	Last report made was for year 1884.
Rome and Carthage	Aug. 10, 1888	Never made a report.
Rome and Sylvan Beach	April 20, 1888	Never made a report.
Rondout Valley	Sept. 9, 1890	Never made a report.
Saranac and Lake Placid	June 13, 1890	Never made a report.
Saratoga and St. Lawrence Extension	April 22, 1891	Never made a report.
Schenectady and Albany	Jan. 27, 1890	Last report made was for year 1891.
Syracuse and Oneida Lake	Oct. 10, 1891	Never made a report.
Sea Beach and Sheephead Bay	Aug. 24, 1886	Never made a report.
Seneca County	Feb. 24, 1891	Never made a report.
Silver Creek and Dunkirk	Nov. 11, 1890	Never made a report.
South Brooklyn and Flatbush	Sept. 29, 1886	Name changed to South Brooklyn Railroad and Terminal, October 4, 1887.
St. Regis and Salmon River	March 15, 1892	
St. Lawrence	March 16, 1892	
South Ferry and Sea Side Direct Transit	Aug. 13, 1881	Consolidated with Brooklyn Sub. Railway Co., March 5, 1886.
St. Lawrence and Adirondack	Sept. 10, 1891	
Squaw Island	Feb. 20, 1884	Last report made was for year 1884.
State Line and Stony Point	March 6, 1886	Never made a report.
Staten Island Northern	March 16, 1886	Last report made was for year 1886. See letter filed Dec. 24, 1889.
Staten Island Terminal	Feb. 13, 1883	Never made a report.
Syracuse and Ontario	Nov. 23, 1881	Never made a report.
Syracuse, Phoenix and Ontario	Jan. 8, 1883	Never made a report.
Syracuse and South Bay	July 10, 1886	Last report was made for year 1887.
Terminal Underground	March 26, 1886	Never made a report.
Terminal Union	Aug. 21, 1889	Never made a report.
Ticonderoga	Dec. 13, 1889	Never made a report.
Troy and Averill Park	Oct. 8, 1886	Last report made was for year 1887.
Troy and New England	Dec. 27, 1889	Never made a report.
Twenty-third Street District	Dec. 29, 1885	Last report made was for year 1889.
Unadilla Valley		Last report made was for year 1891.
United States Harvey Way Com. Co.		See chapter 555, Laws of New York, 1889.
Utica and Unadilla Valley	Sept. 12, 1886	Last report made was for year 1890.
Utica, Adirondack and Saratoga	May 5, 1888	Last report made was for year 1888.
Warren, Sugar Grove and Mayville	March 21, 1885	Consolidated February 27, 1886, with company of same name in Pennsylvania as the Pittsburgh, Chautauqua and Lake Erie.
Wellsville and Filmore	Nov. 28, 1881	Never made a report.
Wellsville, Honeoye and Ceres	March 3, 1882	Never made a report.
West Brooklyn	May 2, 1887	Reorganization of New York and Atlantic.
Westfield and Chautauqua	July 8, 1886	Merged in Chautauqua Lake R. R. Co., Dec. 29, 1886.
Westchester and Putnam	Sept. 29, 1891	
West Shore and International Bridge	Feb. 23, 1882	Never made a report.
West Davenport	Feb. 23, 1891	Never made a report.
Williamsport and Binghamton	Dec. 17, 1887	Last report made was for year 1890.
Williamsville, Marlborough and Buffalo	Jan. 27, 1888	Last report made was for year 1888.
Wilson Terminal	Nov. 14, 1889	Never made a report.
Windsor Beach and Ontario	Nov. 30, 1887	Capital stock of this company surrendered to Rome, Watertown and Ogdensburg Terminal, Feb. 21, 1888.
Youngstown and Buffalo	Jan. 21, 1886	Never made a report.

STEAM ROADS — ELEVATED.

Central	March 6, 1886	Corporation dissolved by order of Sup. Court entered in Kings Co., March 2, 1889.
High Bridge	May 25, 1888	Sold by sheriff. See R. R. Com'r's Report 1888

SURFACE STREET ROADS — HORSE, ELECTRIC AND CABLE.

Amsterdam Electric	June 20, 1888	Never made a report.
Astoria	Nov. 16, 1891	
Atlantic Cable	Sept. 24, 1888	Never made a report.
Astoria, Biltzville and Cavalry Cemetery	Dec. 8, 1891	

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

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TABLE H — (Continued).

ROADS NOT BUILT, OR BUT PARTIALLY BUILT.

SURFACE STREET ROADS — HORSE, ELECTRIC AND CABLE.

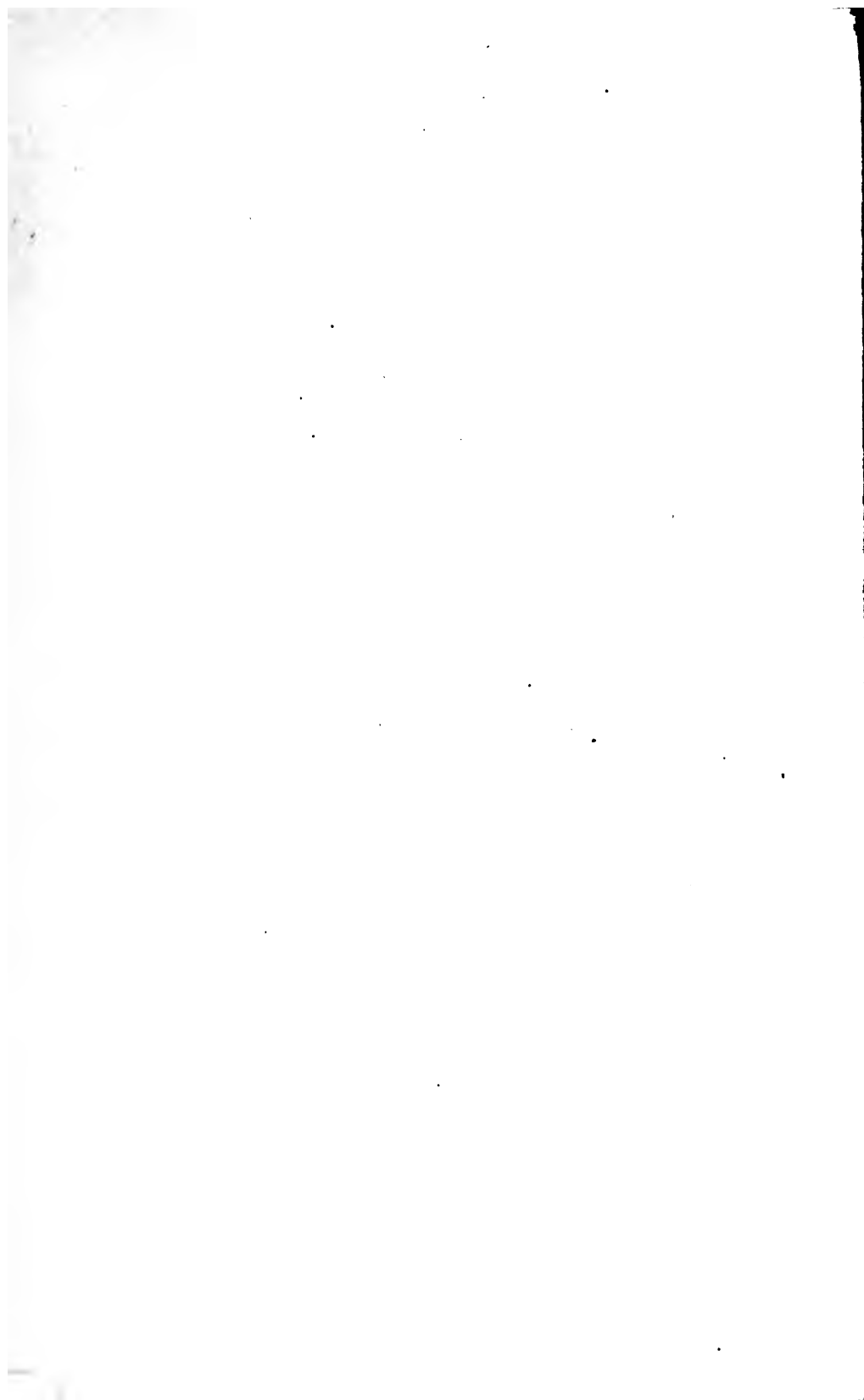
NAME.	Date of charter.	Remarks.
Auburn and Owasco Lake Electric.....	June 29, 1889	Never made a report.
Bontenberg.....	March 17, 1886	Last report made was for year 1886.
Bridge Tunnel.....	March 17, 1886	Consolidated with the Brooklyn Sub. Ry. Co., March 5, 1888.
Broadway.....	May 8, 1884	Last report made was for year 1888.
Broadway, Lexington and Fifth Avenue.....	Oct. 16, 1890	Never made a report.
Brook Avenue.....	Aug. 14, 1882	Last report made was for year 1884.
Brooklyn Annex.....	Dec. 24, 1885	Last report made was for year 1885.
Brooklyn Bridge and South Ferry.....	Oct. 29, 1887	Never made a report.
Brooklyn Cable.....	July 26, 1884	Last report made was for year 1888.
Brooklyn and Jersey City Ferry.....	April 1, 1887	Never made a report.
Brooklyn Heights.....	March 19, 1886	Never made a report.
Brooklyn Heights Cable.....	March 7, 1887	Never made a report.
Brooklyn Suburban.....	Jan. 16, 1886	Never made a report.
Broome and Delancey Street Crosstown.....	Sept. 8, 1886	Never made a report.
Broome, Delancey and Spring Street.....	April 21, 1892	
Buffalo and East Aurora Electric.....	March 31, 1892	
Buffalo and Hamburgh.....	Oct. 7, 1889	Never made a report.
Buffalo Electric and Cable Street.....	Aug. 10, 1891	
Buffalo and Williamsville Electric.....	Feb. 23, 1892	
Buffalo and Lancaster Electric.....	March 1, 1892	
Buffalo, Bellevue and Lancaster Elec.....	Sept. 26, 1891	
Buffalo, North Main St., and Tona. Elec.....	March 26, 1892	
Buffalo, Tonawanda and Niagara River.....	April 21, 1890	Never made a report.
Burnett Street Car Co.....	July 17, 1886	Last report made was for year 1887.
Caniata Valley Electric.....	Dec. 28, 1891	
Capitol.....	May 4, 1891	
Catskill City.....	May 20, 1885	Last report was made for year 1887.
Chambers Street.....	June 12, 1884	Never made a report.
Citizens' Electric (Buffalo).....	Oct. 19, 1885	Never made a report.
Citizens' Railway of Jamestown.....	Nov. 15, 1887	Never made a report.
Citizens' Street.....	Nov. 17, 1890	
Citizens' Street R. R. Co. of Rochester.....	Aug. 23, 1890	
Citizens' Surface (Hornellsville).....	May 16, 1885	Never made a report.
Coney Island Electrical.....	Feb. 20, 1888	Last report made was for year 1888.
Coney Island, Port Hamilton and B'klyn.....	June 2, 1887	Never made a report.
Corning and Painted Post.....	Jan. 27, 1892	
Croswent (Long Island City).....	June 28, 1886	Never made a report.
Cayadutta Electric.....	May 22, 1892	
Depot Belt Line.....	Feb. 27, 1892	
Dunkirk and Fredonia Rapid Transit.....	April 28, 1890	Never made a report.
East Chester.....	Jan. 19, 1891	Never made a report.
East and North River.....	May 29, 1886	Never made a report.
East and West (New York city).....	June 14, 1884	Last report made was for year 1884.
East River and Newtown.....	April 4, 1890	Never made a report.
East River, Cen. Park and North River.....	March 9, 1885	Never made a report.
East Side (Elmira).....	Nov. 15, 1889	Last report made was for year 1890.
East Side of Rochester.....	July 29, 1891	
Eleventh Ward (Syracuse).....	July 7, 1887	Never made a report.
East and West Ferries.....	March 7, 1889	Never made a report.
Eighth Ward (Syracuse).....	April 27, 1887	Never made a report.
Ferry Crosstown.....	Nov. 6, 1889	Never made a report.
Fifty-ninth Street.....	Jan. 16, 1885	Never made a report.
Fifty-second Street, Fifty-third Street and Eastern Boulevard.....	Dec. 20, 1884	Never made a report.
Fishkill and Mattawana.....	Jan. 11, 1898	Never made a report.
Fishing and College Point Electric.....	Feb. 24, 1886	Last report made was for year 1887.
Fishing, Newtown & Long Island City.....	May 9, 1887	Never made a report.
Fonda and Fultonville.....	May 25, 1892	
Fort Plain.....	Oct. 6, 1884	Abandoned.
Fulton and Cortlandt Street Ferry.....	Nov. 7, 1887	Last report made was for year 1890.
Fulton Street Crosstown.....	Sept. 5, 1884	Never made a report.
Fulton and Montgomery Electric.....	April 14, 1887	Never made a report.
Genesee Electric.....	March 26, 1892	
Genesee Surface.....	March 13, 1886	Never made a report.
Genesee Street Electric.....	July 18, 1890	Never made a report.
Genesee, Flatlands, Flatbush and B'klyn.....	June 4, 1891	Never made a report.
Genesee, Brook Avenue and Woodstock.....	Jan. 19, 1891	Last report made was for year 1891.
Genesee and Kings Bridge.....	Feb. 26, 1890	Never made a report.
Genesee Crosstown.....	Jan. 21, 1891	Never made a report.
Genesee and Riverside Park.....	Jan. 2, 1892	
Genesee River and Woodstock.....	Oct. 9, 1886	Never made a report.
Genesee, Mott Haven and Morris Avenue.....	Aug. 15, 1885	Never made a report.
Genesee.....	Nov. 30, 1886	Never made a report.
Genesee.....	Jan. 21, 1890	Never made a report.
Genesee.....	Feb. 29, 1888	Never made a report.
Genesee.....	Jan. 10, 1889	Never made a report.
Genesee.....	Oct. 17, 1886	Never made a report.
Genesee.....	Oct. 16, 1888	Never made a report.

TABLE I.

*Statement of Accidents on Surface Street Roads for year ending
June 30, 1892.*

NAME OF ROAD.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany.....		2			2	6	2	10
Atlantic Avenue.....		2			2	3	2	5
Broadway (Brooklyn).....		2				1		3
Brooklyn City.....	2	6	2	2	3	11	7	21
Brooklyn City and Newtown.....	1	1					1	1
Brooklyn Heights.....		7				1		8
Buffalo.....		15	1	1	6	5	9	21
Central Crosstown.....		1			3		3	1
Central Park, North and East River.....		10				4		14
Coney Island and Brooklyn.....		12			2	2	2	14
Crosstown (Buffalo).....		3		1	2	6	2	10
Dry Dock, East Broadway and Battery..		2			3	2	3	4
Eighth Avenue.....	1	4					1	4
Flushing and College Point.....			1					
Forty-second Street and Grand St. Ferry	4	20					4	20
Forty-second St., M'hat'ville & St. N. av.		3			2	2	2	5
Glens Falls, Sandy Hill and Ft. Edward.		2		1				3
Harlem Bridge, Morrisania & Fordham..					2	2	2	2
Houston, West Street and Pavonia Ferry	1	6		2	9	8	10	16
Jamestown.....			1				1	
Kingston City.....		1			1		1	1
Metropolitan Crosstown.....		5			1	3	1	8
Newburgh.....		1				1		2
New York and Harlem.....		2		2	4	2	4	6
Ninth Avenue.....		5						5
Ogdensburg.....		1						1
Oswego.....		1			3	1	3	1
People's (Syracuse).....		1			1	3	1	4
Second Avenue.....	1	8	1		1		3	8
Sixth Avenue.....		1			1	2	1	3
Steinways of Long Island.....		29				1		30
Third Avenue.....	3	8					3	8
Troy and Lansingburgh.....		2		1	1	3	1	6
Twenty-third Street.....		1				3		4
Van Brunt Street and Erie Basin.....		2						2
Utica Belt Line.....						1		1
Totals.....	18	167	6	10	51	75	70	263

REPORTS
OF
SURFACE STEAM RAILROAD COMPANIES.



ADDISON AND PENNSYLVANIA.

(Date of charter, July 23, 1887.)

This company was formed by a consolidation of the Addison and Pennsylvania Railway Co. of New York and Addison and Pennsylvania Railway Co. of Pennsylvania, and took possession of said railway and property from Addison, N. Y., to Gaines, Pa., on the 1st day of August, 1877.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares	Total par value.	
Authorized by law or charter.....	7,000	\$700,000	.....
Issued for actual cash, and now outstanding....	5,905	590,500	\$590,500

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortg. bonds..	Aug. 1, 1887	30	p.c. 5	Feb. and Aug.	\$600,000 00	\$397,000 00	\$397,000 00
Income mortg. bds.	Aug. 1, 1887	30	6	When earned.	100,000 00	90,939 37	.....
Total .....	.....	.....	.....	.....	\$700,000 00	\$487,939 37	\$397,000 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry	\$6,614 65	\$10,986 02
Bridges	16,225 70	18,249 32
Superstructure (including ties).....	2,625 92	12,520 47
Rails	4,847 70	28,341 14
Land .....	.....	1,755 00
Passenger and freight stations .....	.....	873 27
Engine and car houses.....	.....	621 96
Shops, machinery and tools .....	.....	731 02
Purchase of constructed road and equipment under foreclosure.	.....	1,299,887 49
Grand total cost of road and equipment.....	\$30,313 97	\$1,361,365 71

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Labor in widening roadbed and filling trestles preparatory to changing to standard gauge	\$6,614 65
Bridges and trestles, rebuilt standard gauge.....	16,225 70
8,706 hemlock, oak, chestnut and cedar ties eight feet in length placed in track,	2,625 92
ixty-three pounds per yard steel placed in track.....	4,847 70
	<u>\$30,313 97</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$92,229 95
Less operating expenses (excluding all taxes)		59,801 26
Net earnings from operation		\$32,928 69
<i>Income from other sources, as follows, viz.:</i>		
Erie guarantee fund	\$10,208 62	
Automatic weighing machine	13 09	
Sale scrap brass	3 93	
Interest on bonds owned	2,400 00	
		12,630 84
Gross income from all sources		\$45,549 53
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$19,850 04	
Taxes on property used in operation of road	523 49	
Taxes on earnings and capital stock	247 96	
Taxes other than above	51 01	
Interest on floating debt	10,084 77	
		30,707 27
Surplus for year ending June 30, 1892		\$14,842 26

General Income Account.

Surplus for year ending June 30, 1892	\$14,842 26
Deficit up to June 30, 1891	39,086 16
Total deficit June 30, 1892	\$24,193 90

Analysis of Gross Earnings and Operating Expenses.

EARNINGS

	Passenger.	Freight.	Total.
Freight, through and local		\$64,157 95	\$64,157 95
Passengers, through and local	\$21,721 02		
Mail	2,777 66		
Express	1,023 32		25,522 00
<i>Miscellaneous, as follows, viz.:</i>			
Operating N. Y. and N. P. R. R.		2,550 00	2,550 00
Total gross earnings	\$25,522 00	\$66,707 95	\$92,229 95

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$217 60	\$652 80	\$870 40
Steel rails laid	13 90	41 71	55 61
Repairs of roadbed	4,896 59	14,689 80	19,586 39
Repairs of bridges (including culverts and cattle guards)	145 90	487 70	633 60
Repairs of stations, shops, docks, etc.	89 15	267 45	356 60
Repairs of fences	15 30	45 92	61 22
Total	\$5,378 44	\$16,185 38	\$21,513 32
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$1,059 94	\$3,179 88	\$4,239 77
Repairs of cars	522 87	1,568 65	2,091 52
Repairs of machinery and tools	2 88	8 64	11 52
Total	\$1,585 69	\$4,757 12	\$6,342 81
<i>Conducting transportation:</i>			
Wages of conductors and men	\$2,385 83	\$4,150 98	\$6,536 81
Wages of engineers and firemen	1,669 66	5,008 98	6,678 64
Fuel for locomotives	845 15	2,535 46	3,380 61
Oil and waste	143 01	499 05	642 06
Water supply	41 59	124 78	166 37
Other train supplies or expenses	151 61	68 22	219 83
Wages of station agents and clerks	1,146 89	3,439 17	4,586 06
Station supplies	80 54	241 64	322 18
Wages of watchmen, flagmen and switchmen ..	258 87	776 62	1,035 49
Other expenses for conducting transportation ..	258 87	776 62	1,035 49
Total	\$6,961 62	\$17,551 62	\$24,513 24

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$1,176 58	\$3,539 60	\$4,706 18
General office expenses and supplies.....	127 13	851 41	508 54
Stationery and printing.....	113 06	839 19	453 25
Legal expenses.....	14 47	48 43	57 59
Loss and damage of freight and baggage.....	18 59	40 73	54 37
Telegraph maintenance and operation.....	196 60	559 51	736 41
Other general expenses.....	86 45	269 35	345 06
Total.....	\$1,727 58	\$5,133 56	\$6,911 59
Grand total operating expenses.....	\$15,673 58	\$43,627 68	\$59,301 36

General Balance Sheet, June 30, 1892.

ASSETS.		
Cost of road and equipment		\$1,361,365 71
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$1,513 50	
Due by agents.....	1,084 50	
Open accounts.....	1,607 71	
		4,155 71
Profit and loss (deficiency).....		94,138 90
		\$1,399,715 32
LIABILITIES.		
Capital stock.....		\$590,500 00
Funded debt.....		497,989 87
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$59,870 95	
Loans and bills payable.....	251,905 00	
		311,775 95
		\$1,399,715 32

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried.....	64,737
Number of passengers carried one mile.....	906,318
Number of tons of freight carried.....	78,300
Number of tons of freight carried one mile.....	2,349,000
Passenger train mileage.....	45,878
Freight train mileage.....	42,075
All other train mileage.....	42,408
Total train mileage.....	130,356

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$36,522 00	\$15,673 58	\$9,848 42
Average per passenger carried.....	394	242	152
Average per passenger per mile.....	0.082	0.173	0.109
Average per passenger train per mile.....	537	342	215
Freight earnings and expenses (including miscellaneous earnings).....	66,707 35	43,627 68	23,080 27
Average per ton of freight carried.....	852	557	295
Average per ton of freight per mile.....	0.084	0.1857	0.0988
Average per freight train per mile.....	585	1 087	548

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.....	
Average rate received per mile for carrying passengers, all classes.....	2.397
Average rate received per mile per ton for carrying freight, all classes.....	2.731

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Addison, N. Y., to Gaines, Penn, single track.....	10.50	41
Sidings and turnouts on main line.....	1.021	2.01
Grand total of tracks, sidings and turnouts	11.521	44.01

Average life of rails — steel, 14 years; iron, 6 years; average life of ties, 5 years; weight of rails per yard — steel, maximum, 63 lbs.; minimum, 40 lbs.; iron, 30 lbs.; gauge of track, 8 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Entire length inside New York State.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
New York and Northern Pennsylvania	Gaines, Penn.....	Galeton, Penn	5	Operated.	1.5	3.5

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Wooden bridges.....	1	Feet. 300	3	Feet. 300
Wooden trestles	6	895	48	4,093
Total	7	1,095	51	4,493

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	3					
Locomotives, 4 drivers	3	\$7,500	46,000	10	5	
Total	6			10	5	
First-class passenger cars.....	2				2	2
Second-class passenger cars.....	4				2	2
Baggage, mail and express cars	2					
Total	8				4	4
Box freight cars.....	14					
Stock freight cars.....	1					
Flat freight cars.....	37					
Caboose, 4-wheel cars	2					
Total	54					

Miller coupler on passenger cars; link and pin coupler on box and flat cars. Eames' vacuum brake on passenger cars; common hand brake on freight cars.
Common lever switch in use on road.

ADDISON AND PENNSYLVANIA.

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Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing road at grade	1
Highway crossings at grade without protection	5	40
Highway crossings over or under grade	1	1

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by side transoms.

Wells, Fargo & Co.'s Express operates over this line, and pays \$90 per month for 45,000 pounds or under; over that amount, 30 cents per hundred pounds.

Received from United States government for transportation of mails, \$2,089.68 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	1,051
Grain	2,108
Meats and provisions	1,174
Live stock	18
Lumber	48,581
Pig and bar iron and steel	107
Coal and coke	2,701
Petroleum and other oils	411
Shipments of manufactured goods received by railroad companies within this state from manufacturers within this state	3,105
All other manufactures	2,455
All other merchandise	737
All other agricultural products	9,616
All other articles not included above	6,251
Total	78,300

EMPLOYEES.

Average number of persons employed (including officials) during year	187
Aggregate amount of salaries and wages paid them during year	\$62,229 06

Officers of the Company.

Name.	Title.	Official Address.
T. C. PLATT	President	New York city.
WM. BROOKFIELD	Vice-president	New York city.
J. E. JONES	Secretary	New York city.
F. R. WIDNE	Treasurer	New York city.
FRANK M. BAKER	General Supt., Freight and Pass. Agent	Addison, N. Y.

Directors of the Company.

Name.	Residence.
THOMAS C. PLATT	New York city.
WILLIAM BROOKFIELD	New York city.
J. E. JONES	New York city.
GEOBGE R. SHELTON	New York city.
B. W. CLINTON	Newark Valley, N. Y.
F. H. PLATT	New York city.
THOS. F. WOOD	New York city.
C. L. PATTERSON	Elkland, Pa.
E. G. DAVISON	Westfield, Pa.
W. S. GURNEY	New York city.
FRANK M. BAKER	Owego, N. Y.
M. F. HAMMOND	Osceola, Pa.

Title of company, Addison and Pennsylvania Railway Co.

General offices at Addison, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address Frank M. Baker, General Superintendent.

ADIRONDACK.

(Date of charter, July 7, 1892.)

The Adirondack Railway Company was incorporated as a reorganization of a corporation known as "The Adirondack Company," under a plan or agreement filed in the office of the Secretary of State on the 7th day of July, 1892, and entered into in pursuance of the second section of an act of the Legislature of the State of New York known as chapter 240 of the Laws of 1874, and "An act to facilitate the reorganization of railroads sold under mortgage and providing for the formation of new companies in such cases," as amended by chapter 446 of the Laws of 1876. The said Adirondack Company was incorporated October 24, 1892, in pursuance of an act of the Legislature known as chapter 226 of the Laws of 1892, subject to the provisions of the General Railroad Law, except so far as the same is inconsistent with the provisions of the said act of 1892. By articles of association filed in the office of the Secretary of State, in conformity with the provisions of said act, and empowered to construct and operate a railroad from some point in the county of Saratoga, up and along the valley of the Upper Hudson in the wilderness of the northern part of the State, to purchase, take and hold lands to the amount of one million of acres in the said wilderness, in addition to the lands it was authorized to take under the General Railroad Law, to convert and prepare for market the natural products of the forest; to mine and prepare for market the iron and other ores and minerals upon its lands, and to transport, sell and dispose of the same. And "The Adirondack Railway Company," by virtue of its incorporation, and under such reorganization, became and is vested with and entitled to exercise and enjoy all the rights, privileges and franchises, and possessed of all the lands, property and immunities possessed by the said Adirondack Company as covered by its mortgage and sold under the proceedings to enforce the same, pursuant to the said act of 1876.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	40,000	\$4,000,000
Issued for property and now outstanding.....	26,000	2,600,000
Number of stockholders.....		22

FUNDED DEBT.

DESIGNATION OF LIEN.	Amount authorized.	Amount outstanding.
Trustees' certificates convertible into second mortgage bonds ..	\$1,500,000	\$1,486,637 75

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading and masonry.....	\$5,763 16	\$1,663,363 26
Bridges.....	614 49	140,388 26
Superstructure (including ties)	588 59	669,946 64
Rails	629 16	17,139 58
Land	3 00	6,553 00
Land damages	44 90	119,549 25
Fences		250 00
Passenger and freight stations.....	600 00	21,036 42
Engine and car houses		30,854 92
Shops, machinery and tools.....		2,649 15
Fuel and water stations.....		7,143 63
Engineering expenses.....		151,797 73
Total cost of road	\$8,343 20	\$4,801,935 53

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives		\$32,174 00
Passenger cars		26,537 82
Mail, baggage and express cars.....		4,985 00
Freight and other cars.....		9,740 00
Total cost of equipment.....		\$73,436 82
Grand total cost of road and equipment.....	\$8,243 80	\$81,680 62

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR..

Bridge masonry	\$5,326 82	
Grading for side tracks.....	436 34	
		\$5,763 16
Expense account, rebuilding wooden bridges with iron.....		614 49
Superstructure for bridges.....	\$44 29	
Superstructure for side tracks.....	544 30	
		588 59
Rails for side tracks.....		639 16
Recording and copying deeds for land.....		8 00
Recording deed titles to right of way.....		44 90
Construction passenger and freight stations at Jessup's Landing.....		600 00
Total		\$8,243 80

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$161,785 60
Less operating expenses (excluding all taxes).....	118,102 12
Gross income from all sources	\$43,683 48

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$4,264 85
Taxes on earnings and capital stock	512 58
Taxes other than above	333 82
	5,110 75
Surplus for year ending June 30, 1892	\$38,572 73

General Income Account.

Surplus for year ending June 30, 1892.....	\$38,572 73
Deficit up to June 30, 1891	\$1,389,251 10
Add for legal expense account, reorganization charged to profit and loss.....	11,940 09
	\$1,201,191 19

deduct sundry items:

Ordinary refunds and repairs to buildings charged directly to profit and loss.....	6,010 90
	1,305,180 99
Total deficit June 30, 1892.....	\$1,266,608 26

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local .....	.....	\$106,559 74	\$106,559 74
Passengers, through			
Passengers, local			
Mail	\$47,396 32	.....	47,396 32
Extra baggage	4,355 40	.....	4,355 40
Express	945 30	.....	945 30
Newspapers and baggage express	2,737 32	.....	2,737 32
	330 00	.....	330 00
Miscellaneous, as follows, viz.:			
Rents			
Locomotive service			
	\$252 76		
	18 75		
	133 04	138 47	271 51
Total gross earnings	\$55,087 39	\$106,098 21	\$161,785 60

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$15,680 28	\$14,429 23	\$30,109 51
Steel rails laid, 847 tons; cost, \$9,882.37.			
Iron rails laid, 100 tons; cost, \$3,796.82.			
Repairs of road-bed	976 80	1,088 87	2,065 67
Repairs of bridges (including culverts and cattle-guards)	357 19	334 37	691 56
Repairs of stations, shops, docks, etc.	1,965 55	1,536 09	3,501 64
Repairs of fences	646 86	571 72	1,218 58
Other expenses for maintenance of way and structures	3,329 52	3,956 63	7,786 15
Total	\$22,756 20	\$21,910 91	\$44,667 11
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$2,600 90	\$2,507 59	\$5,108 49
Repairs of cars	1,122 08	935 56	2,117 63
Repairs of machinery and tools	43 63	46 14	89 77
Other expenses for maintenance of equipment.	644 30	677 59	1,321 89
Total	\$4,419 89	\$4,216 88	\$8,636 77
<i>Conducting transportation:</i>			
Wages of conductors and men	\$3,742 74	\$4,577 93	\$8,320 67
Wages of engineers and firemen	3,706 41	3,826 61	7,532 02
Fuel for locomotives	8,969 01	8,792 01	17,761 02
Oil and waste	584 81	536 33	1,120 14
Water supply	271 88	270 37	541 75
Other train supplies or expenses	499 63	526 47	1,026 10
Wages of station agents and clerks	1,729 75	1,652 75	3,382 50
Wages for labor at stations	1,206 70	1,270 04	2,476 74
Station supplies	290 35	256 88	547 23
Wages of watchmen, flagmen and switchmen..	866 41	888 59	1,755 00
Other expenses for conducting transportation..	1,645 20	1,705 93	3,351 13
Total	\$23,524 39	\$24,226 91	\$47,751 30
<i>General expenses:</i>			
Salaries of general officers and clerks	\$1,950 07	\$3,068 51	\$5,018 58
General office expenses and supplies	731 55	740 84	1,472 40
Stationery and printing	304 53	153 16	457 69
Outside agencies and advertising	148 17	234 63	382 80
Legal expenses	59 35	351 61	410 96
Loss and damage of freight and baggage		165 07	165 07
Damage to cattle and property	322 80	647 52	970 32
Injuries to persons	18 00	2,159 40	2,177 40
Telegraph maintenance and operation	1,260 42	1,204 11	2,464 53
Mileage of cars of other companies (debit balance)	2,055 26	1,175 10	3,230 36
Insurance	149 45	133 55	283 00
Total	\$6,919 44	\$10,067 50	\$16,976 94
Grand total operating expenses	\$37,619 92	\$30,489 20	\$118,108 12

ADIRONDACK.

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General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$2,801,285 00
Cost of equipment.....	73,436 89

Current assets, as follows, viz.:

Cash on hand.....	\$31,556 54
Due by agents.....	1,534 81
Open accounts.....	3,884 77
Materials and supplies.....	19,092 89
Profit and loss (deficiency).....	46,065 01
	1,266,908 26
	<u>\$4,177,695 61</u>

LIABILITIES.

Capital stock.....	\$2,600,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls.....	\$8,908 59
Open accounts.....	82,154 27
Trustees' certificate for second mortgage bonds	91,067 86
	1,486,687 76
	<u>\$4,177,695 61</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	261	65,815	66,076
Number of passengers carried one mile.....	14,348	1,688,899	1,703,247
Number of tons of freight carried		113,919	113,919
Number of tons of freight carried one mile.....		3,346,747	3,346,747
Passenger train mileage			78,194
Freight train mileage			53,186
All other train mileage.....			1,310
Total train mileage.....			<u>132,690</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$55,087 39	\$57,619 22	\$2,532 53
Average per passenger carried.....	83	87	04
Average per passenger per mile.....	03224	03383	00149
Average per passenger train per mile.....	70	73	03
Freight earnings and expenses (including miscellaneous earnings).....	106,698 21	60,492 20	Profit, 46,216 01
Average per ton of freight carried.....	94	53	41
Average per ton of freight per mile.....	03186	01907	01281
Average per freight train per mile.....	2 01	1 14	87

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 4.16	Cents. 2.771	Cents. 2.788
Average rate received per mile per ton for carrying freight, all classes		3.184	

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line authorized from Saratoga Springs to Ogdensburg (about).....	180
Main line laid, single track	56.96
Sidings and turnouts on main line.....	6.88
Grand total of tracks, sidings and turnouts.....	68.77
Laid with steel rail, main line	56.80
Laid with iron rail, main line	7.17
Average life of rails—steel 15 years, iron ten years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 67 pounds, minimum, 63 pounds; iron, maximum, 60 pounds, minimum, 56 pounds; gauge of track, 4 feet 8 $\frac{1}{4}$ inches; ballasted with gravel and sand.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Average length.
Iron bridges.....	13	Feet. 989
Wooden bridges.....	2	258
Total	15	1,223

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	\$4,506	140,950	20	2	.....
Locomotives, 4 drivers	5	.....	114,900	20	5	.....
Total	7	.....	.....	.....	7	.....
First class passenger cars.....	6	\$5,500	37,500	15	6	6
Second class passenger cars.....	1	3,500	.....	15	1	1
Combination	1	1,300	.....	.....	.....	.....
Baggage, mail and express cars.....	4	250	.....	.....	.....	.....
.....	4	1,348	38,000	15	4	4
Total	12	.....	.....	.....	11	11
Box freight cars	10	\$300	24,000	10	.....	.....
Flat	48	180	15,000	10	.....	.....
Total	58	.....	.....	.....	.....	.....

Passenger cars equipped with Westinghouse automatic air brake, Miller coupler.
About three-fourths of the road is equipped with automatic safety switches, and the balance with ordinary stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate of company	\$151,187 00
Length of steel rail laid during year in repairs, miles.....	3.68
Length of iron rails laid during year in repairs, miles	1.06
Highway crossings at grade without protection	44
Highway crossings at grade protected by gates or flagmen.....	7
Highway crossings over or under grade.....	4
Overhead obstructions less than twenty feet above track	2
Passenger cars heated by Consolidated Car Heating Company's system, lighted with mineral seal oil, 300° test and ventilated by Creamer and Globe ventilators, in transom and elevated roof.	
Adirondack, New England and New York Express Company runs over road; pays one and one-half first-class tariff rates for all freight.	
Mails are transported for the compensation fixed by government.	

ADIRONDACK.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,868	1.55
Grain	6,886	6.06
Meats and provisions	644	.58
Live stock	150	.14
Lumber	17,484	15.35
Pig and bar iron and steel	329	.29
Iron or other ores	908	.71
Coal and coke	13,975	12.27
Petroleum and other oils	657	.58
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	29,394	26.80
All other manufactures	5,069	4.45
All other merchandise	2,222	1.96
All other agricultural products	1,247	1.19
All other articles not included above	38,107	29.08
Total	118,919	100

EMPLOYES.

Average number of persons employed (including officials) during year	18
Aggregate amount of salaries and wages paid them	\$67,174 95

Officers of the Company.

Name	Title.	Official Address.
R. SUYDAM GRANT	President ..	New York city.
HORACE G. YOUNG	Vice-President ..	Albany, N. Y.
CHARLES A. WALKER	Secretary and Treasurer ..	New York city.

Directors of the Company.

Name.	Residence.
R. SUYDAM GRANT	New York city.
HORACE G. YOUNG	Albany, N. Y.
CHARLES A. WALKER	New York city.
DAVID WILCOX	New York city.
WILLIAM W. DURANT	New York city.
FRANKLIN H. SMITH	New York city.
F. MURRAY OLYPHANT	New York city.
JAMES C. HART	Montreal.
JAMES ROOSEVELT	Hyde Park, N. Y.
ROBERT OLYPHANT	New York city.
CHESTER GRISWOLD	New York city.
WARNER MILLER	Herkimer, N. Y.
WILLIAM S. STRONG	New York city.

Title of company, Adirondack Railway Company.

General offices at Saratoga Springs, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders annual meeting, second Wednesday of October.

For information concerning this report, address S. T. S. Henry, Auditor, New York city..

ALBANY AND SUSQUEHANNA.

LESSOR.

LESSOR — DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 19, 1851.)

This road was incorporated under the General Railroad Law April 19, 1851, and, opened for traffic to the following points at the dates named below, viz.:

- To Central Bridge, Schoharie county, 35 miles from Albany, September 16, 1863.
- To Cobleskill, Schoharie county, 45 miles from Albany, January 2, 1865.
- To Richmondville, Schoharie county, 50 miles from Albany, June 1, 1865.
- To Worcester, Otsego county, 62 miles from Albany, July 17, 1865.
- To Schenectady, Otsego county, 67 miles from Albany, August 7, 1865.
- To Oneonta, Otsego county, 82 miles from Albany, August 23, 1865.
- To Otsego, Otsego county, 90 miles from Albany, January 23, 1866.
- To Unadilla, Otsego county, 99 miles from Albany, March 21, 1866.
- To Sidney, Delaware county, 103 miles from Albany, October 22, 1866.
- To Bainbridge, Chenango county, 108 miles from Albany, July 10, 1867.
- To Afton, Chenango county, 114 miles from Albany, November 11, 1867.
- To Harpersville, Broome county, 120 miles from Albany, December 25, 1867.
- To Binghamton, Broome county, 142 miles from Albany, January 14, 1869.

The property of this company was leased February 24, 1870, for the term of its charter, 150 years from April 19, 1851, to the Delaware and Hudson Canal Company, that company paying a rental as follows, viz.: Six per cent upon the Albany city bonds, seven per cent upon the first, second and third mortgage bonds and first consolidated mortgage bonds, and seven per cent upon the capital stock, and \$1,000 for maintaining the organization. The interest and dividends are paid by the lessee directly to the stock and bondholders. A payment of \$5,000, semi-annually, is also made by the lessee to the trustees of the sinking fund of the city of Albany, and is invested by the latter in certain funds for the ultimate payment of the Albany city bonds issued to the lessor by the city of Albany. (See act chap. 198, Laws of 1852.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	14,000	* \$1,400,000
Total now outstanding.....	85,000	8,500,000

Number of stockholders..... 681

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First con. mort. bds.	Apr. 1, 1876	30	<i>p.c.</i> 7	Apr. and Oct.	\$10,000,000	\$3,000,000	\$3,000,000
First con. mort. bds.	Apr. 1, 1876	30	8	Apr. and Oct.	.....	7,000,000	7,000,000
Albany c'y loan bds.	Nov. 6, 1866	30	6	May and Nov.	250,000	+250,000	916,085
Albany c'y loan bds.	May 1, 1866	30	6	May and Nov.	250,000	+250,000	
Albany c'y loan bds.	Nov. 1, 1866	30	6	May and Nov.	250,000	+250,000	
Albany c'y loan bds.	May 1, 1867	30	6	May and Nov.	250,000	+250,000	
Total .....	.....	.....	.....	.....	\$11,000,000	\$11,000,000	\$10,916,085

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading and masonry		\$3,921,436 31
Bridges		370,480 72
Superstructure (including ties), ballast and rails		3,462,077 08
Land, land damages and fences		627,929 49
Passenger, fuel, water and freight stations		437,673 40
Engine and car houses, shops, machinery and tools		281,558 27
Engineering expenses		231,307 49
Interest and discount charged to construction		889,776 16
Telegraph line		34,788 79
Contingent		195,571 15
Total cost of road		\$9,443,534 81
EQUIPMENT.		
Locomotives		\$1,223,722 00
Passenger cars		359,400 00
Mail, baggage, express, freight and other cars		3,276,109 74
Total cost of equipment		\$4,759,231 7
Grand total cost of road and equipment		\$14,202,766 5

* Increased to \$4,000,000 by act chapter 384, Laws of 1859, and further increased to \$5,000,000 by terms of the lease of the property to the Delaware and Hudson Canal Company, February 24, 1870, and reduced to and fixed at \$3,500,000 by an amendment to said lease, March 7, 1876; both the original and the amendment having been ratified by a unanimous vote of the stockholders of the Albany and Susquehanna Railroad Company at their meetings, held respectively May 1, 1870, and April 23, 1876.

† The sinking fund for retiring these bonds amounted October 31, 1891, to \$504,743.08.

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rental under the lease	\$385,000 00
Allowance for maintaining organization to March 1, 1892	1,000 00
Payments to sinking fund by lessee	10,000 00
Interest on investments and deposits reported by the trustees of the sinking fund of the city of Albany for the year ending October 31, 1891	20,487 60
Gross income from all sources	\$396,487 60

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$690,000 00
Other disbursements	1,074 48
	691,074 48

Net income from all sources	\$275,398 12
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Payments from net income, as follows, viz.:

Two dividends declared, $3\frac{1}{4}$ per cent, on \$3,500,000 common stock	245,000 00
Surplus for year ending June 30, 1892	\$30,398 12

General Income Account.

Surplus for year ending June 30, 1892	\$30,398 12
Surplus up to June 30, 1891	184,810 14
Balance of income account — surplus June 30, 1892	\$214,708 26

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$9,442,584 81
Cost of equipment	4,758,381 74
	\$14,200,766 55
Other permanent investments, as follows, viz.:	
Stock of other companies	7,000 00
Current assets, as follows, viz.:	
Cash on hand	\$2,193 68
Sinking fund	504,748 08
	506,941 76
	\$14,714,708 26

LIABILITIES.

Capital stock	\$3,500,000 00
Funded debt	11,000,000 00
Balance of income account — surplus	214,708 26
	\$14,714,708 26

Officers of the Company.

Name.	Title.	Official Address.
ROBERT OLYPHANT	President	New York city.
WILLIAM L. M. PHELPS	Secretary and Treasurer	Albany, N. Y.

Directors of the Company.

Name.	Residence.
ROBERT M. OLYPHANT	New York city.
HORACE G. YOUNG	Albany, N. Y.
MILNARD HARDER	Cobleskill, N. Y.
WM. L. M. PHELPS	Albany, N. Y.
JAMES ROOSEVELT	Hyde Park, N. Y.
EWY M. OLINSTEAD	Morristown, N. J.
JORGE J. WILBER	Oneonta, N. Y.
JESSE VAN SANTVOORD	New York city.
JERAMIN H. BRISTOW	New York city.
GERT OLYPHANT	New York city.
WILLIAM H. TILLINGHAST	New York city.
HERBERT C. PRUYN	Albany, N. Y.
MRS. H. MANNING	Albany, N. Y.
ANTHONY N. BRADY	Albany, N. Y.

1 elected by the common council of the city of Albany, pursuant to section 8 of an act of the
 2 legislature of the State of New York, entitled "An act to authorize the city of Albany to
 3 make a loan to the Albany and Susquehanna Railroad Company," passed April 10, 1892.

Title of company, The Albany and Susquehanna Railroad Company.
 General offices at Albany, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, third Tuesday in October.
 For information concerning this report, address W. L. M. Phelps, Secretary.

ALBANY AND SUSQUEHANNA.

LESSEE.

Lessee's Expenditures for Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$10,988 29	\$88,889 91
Bridges	379 84	86,214 68
Superstructure (including ties)	1,459 87	71,417 04
Rails	1,108 24	47,126 07
Land	*1,000 00	*112 40
Land damages	2 37	1,068 17
Passenger and freight stations		25,637 17
Engine and car-houses		2,911 94
Fuel and water stations		40,004 70
Engineering expenses		610 00
Telegraph line	600 00	600 00
Total cost of road	\$18,528 61	\$348,367 28
EQUIPMENT.		
Locomotives	*\$90,615 49	\$149,174 81
Passenger cars		*21,900 00
Freight and other cars		1,011,244 88
Total cost of equipment	*\$90,615 49	\$1,138,519 64
Grand total cost of road and equipment	*\$77,066 88	\$1,486,876 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for side tracks	\$1,738 96	
Bridge masonry	2,377 47	
Filling bridges	6,866 86	
		\$10,983 29
Replacing wooden bridge with iron		379 84
Superstructure for side tracks	\$1,176 99	
Superstructure for bridges	282 88	
		1,459 87
Rails for side tracks		1,108 24
Land sold at Bainbridge		*1,000 00
Recording deed of lands for right of way near siding		2 37
New telegraph line from Maiden lane depot to general office, Albany		600 00
Head-lights and fixtures for nine mogul locomotives	\$568 25	
Head-lights and fixtures for two switching locomotives	86 00	
Seven locomotives transferred from equipment of Rensselaer and Saratoga R. R. in 1891	70,121 18	
	\$70,774 43	
By 16 locomotives transferred to equipment of Rensselaer and Saratoga R. R.	*161,889 92	
		*90,615 49
		\$77,066 88

* Credits.

Income Account for Year Ending, June 30, 1892.

Gross earnings from operation.....	\$3,880,464 48
Less operating expenses (excluding all taxes).....	2,198,798 84
Gross income from all sources.....	\$1,681,671 14

Deductions from income, as follows, viz.:

Rental.....	\$1,104,899 22
Taxes on property used in operation of road.....	60,053 37
Taxes on earnings and capital stock.....	9,840 66
Taxes other than above.....	2,824 86
	1,176,618 11

Surplus for year ending June 30, 1892.....	\$505,053 08
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General Income Account.

Surplus for year ending June 30, 1892.....	\$505,053 08
Surplus up to June 30, 1891.....	1,677,944 48
Total surplus June 30, 1892.....	\$2,182,997 46

DETAILED STATEMENT OF RENTALS.

Dividends on stock.....	\$245,000 00
Interest on bonds.....	700,000 00
Maintaining organization.....	1,000 00
Interest on bonds, Schenectady and Duaneburgh R. R. Co.....	80,000 00
Interest on equipment of the Delaware and Hudson Canal Co., and on improvements on the Albany and Susquehanna R. R., and branches made by the lessee	116,885 68
Rent of Cherry Valley, Sharon and Albany R. R.....	11,573 37
Total amount of rentals deducted from income.....	\$1,104,369 22

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$1,177,945 05		
Freight, local.....	2,180,220 40		
		\$3,357,466 35	\$3,357,466 35
Passengers, through.....	\$55,683 68		
Passengers, local.....	379,940 23		
	\$435,572 91		435,572 91
Mail.....	23,135 15		23,135 15
Newspapers and baggage express.....	1,350 04		1,350 04
Express.....	40,494 00		40,494 00
Extra baggage.....	2,992 83		2,992 83
Miscellaneous, as follows, viz.:			
Rents.....	\$9,535 63		
Telegraph.....	6,497 57		
Hauling cars.....	50 00		
Locomotive service.....	3,370 00		
Trackage.....	90 00		
	3,885 35	15,667 85	19,553 20
Total gross earnings.....	\$507,830 28	\$3,373,184 20	\$3,880,464 48

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$50,486 77	\$231,144 02	\$281,630 79
Steel rails laid, 4,451 tons, cost..	\$184,238 66		
Iron rails laid, 20 tons, cost.....	727 71		
Repairs of roadbed.....	2,846 50	10,909 46	13,255 96
Repairs of bridges (including culverts and cattle guards).....	2,367 63	8,318 20	10,685 83
Repairs of stations, shops, docks, etc.....	2,923 90	17,134 06	20,060 86
Repairs of fences.....	1,478 22	7,109 38	8,587 70
Other expenses for maintenance of way and structures.....	9,089 15	43,627 65	52,666 80
Total.....	\$68,643 27	\$318,245 67	\$386,887 94

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses— (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$21,866 83	\$124,698 55	\$146,565 38
Repairs of cars.....	39,346 83	395,620 74	335,167 07
Repairs of machinery and tools.....	1,408 91	7,427 56	8,836 47
Other expenses for maintenance of equipment.....	5,000 93	24,011 90	29,012 83
Total.....	\$67,619 99	\$451,968 75	\$519,578 74
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$37,336 74	\$225,015 48	\$262,352 22
Wages of engineers and firemen.....	40,538 99	216,759 24	257,298 23
Fuel for locomotives.....	64,958 98	388,553 01	453,511 99
Oil and waste.....	4,389 55	26,288 49	30,678 04
Water supply.....	2,265 06	10,989 17	13,254 23
Other train supplies or expenses.....	3,521 86	12,980 25	16,501 61
Wages of station agents and clerks.....	12,873 63	42,469 24	55,342 87
Wages for labor at stations.....	7,478 06	65,853 64	73,331 70
Station supplies.....	3,080 74	4,145 80	7,226 54
Wages of watchmen, flagmen and switchmen.....	8,909 62	20,111 73	29,021 35
Other expenses for conducting transportation.....	3,719 80	14,982 60	18,702 40
Total.....	\$189,047 53	\$978,108 14	\$1,167,155 67
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$12,963 68	\$34,040 50	\$47,004 18
General office expenses and supplies.....	2,940 55	8,789 88	11,730 43
Stationery and printing.....	3,086 58	7,715 55	10,801 13
Outside agencies and advertising.....	5,915 26	18,493 50	24,408 76
Legal expenses.....	687 82	3,169 32	3,857 14
Loss and damage of freight and baggage.....	87 25	6,047 59	6,134 84
Damage to cattle and property.....	78 01	670 00	748 00
Injuries to persons.....	1,901 48	14,902 72	16,804 20
Telegraph maintenance and operation.....	10,185 00	32,816 33	43,001 33
Mileage of cars of other companies (debit balance).....	*9,089 54	*40,060 55	*49,150 09
Insurance.....	1,350 00	7,650 00	9,000 00
Other general expenses.....	109 19	731 3	840 52
Total.....	\$30,214 37	\$94,956 62	\$125,170 99
Grand total operating expenses.....	\$355,524 16	\$1,843,269 18	\$2,198,793 34

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	27,204	700,447	727,651
Number of passengers carried one mile.....	3,352,187	16,348,478	19,700,665
Number of tons of freight carried.....	1,594,802	1,989,727	3,584,529
Number of tons of freight carried one mile.....	212,410,772	166,177,335	378,588,107
Passenger train mileage.....	.....	.....	523,950
Freight train mileage.....	.....	.....	1,788,868
All other train mileage.....	.....	.....	25,543
Total train mileage.....	.....	.....	2,338,361

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$507,380 28	\$355,524 16	\$151,856 12
Average per passenger carried.....	70	49	21
Average per passenger per mile.....	0258	0181	0077
Average per passenger train per mile.....	97	68	29
Freight earnings and expenses (including miscellaneous earnings).....	3,373,134 20	1,843,269 18	1,529,865 02
Average per ton of freight carried.....	94	51	43
Average per ton of freight per mile.....	0069	0049	0014
Average per freight train per mile.....	1 89	1 08	86

* Credit.

Traffic and Mileage Statistics—(Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 1.66	Cents. 2.888	Cents. 2.229
Average rate received per mile per ton for carrying freight, all classes.....	.554	1.512	.87

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Albany to Binghamton, single track .....	.....	.....	142.59	142.59	142.59	142.59
Branches or other roads laid, single track.....	27.58	81.94	34.83	34.83	62.41	66.77
Total single track	27.58	81.94	177.42	177.42	205.00	209.36
Second track on main line .....	.....	.....	69.47	69.47	69.47	69.47
Second track on branches or other roads	1.70	1.70	.....	.....	1.70	1.70
Total second track.....	1.70	1.70	69.47	69.47	71.17	71.17
Sidings and turnouts on main line .....	.....	.....	76.32	76.32	76.32	76.32
Sidings and turnouts on branches or other roads	9.72	11.93	4.45	4.45	14.17	16.38
Total sidings and turnouts.....	9.72	11.93	80.77	80.77	90.49	92.70
Grand total tracks, sidings and turnouts.....	39.00	45.57	327.66	327.66	266.66	373.23
Laid with steel rail, main line.....	.....	.....	212.06	212.06	212.06	212.06
Laid with steel rail, branches or other roads..	29.28	38.64	34.83	34.83	64.11	68.47
Laid with iron rail, main line.....	.....	.....	76.32	76.32	76.32	76.32
Laid with iron rail, branches or other roads..	9.72	11.93	4.45	4.45	14.17	16.38

Average life of rails—steel, 15 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs., minimum, 56 lbs.; gauge of track, 4 ft. 8½ in.; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Schenectady and Duaneburgh	Schenectady	Duaneburgh Junc.	13.79	13.79	Leased.	.....	13.79
Cherry Valley, Sharon and Albany	Cobleskill Junc.	Cherry Valley.....	21.04	21.04	Leased.	.....	21.04
Schenectady and Mechanville	East Glenville..	Coons.....	9.93	9.93	Owned.	.....	9.93
Sawanna and Susquehanna	Nineveh, N. Y....	Jefferson Junc., Pa.	17.65	22.01	Owned.	1.70	23.71

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges	94	7,076	98	7,262
Wooden bridges	10	313	11	359
Wooden trestles	9	588	9	588
Total	113	7,977	118	8,209

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Inspection locomotive	1	.....	1	.....	.....	.....	1	.....
Locomotives, 8 drivers .....	.....	3	3	.....	155,720	20	.....	.....
Locomotives, 6 drivers	29	78	107	\$9,823	188,000	20	32	.....
Locomotives, 4 drivers	1	21	22	.....	150,100	20	16	.....
Total	31	102	133	.....	.....	.....	49	.....
First class passenger cars....	45	42	37	\$4,396	37,500	15	37	37
Second class passenger cars....	3	1	4	1,500	35,600	15	4	4
Baggage, mail and ex. cars....	2	15	17	1,882	33,000	15	17	17
Total .....	.....	58	58	.....	.....	.....	58	58
Box freight cars	650	793	1,443	\$521	28,000	10	.....	700
Stock freight cars .....	.....	108	108	465	20,000	10	.....	.....
Coal freight cars	1,102	6,444	7,546	420	24,500	10	.....	2,000
Flat freight cars	200	297	497	448	21,500	10	.....	350
Caboose, 4-wheel cars	5	50	55	445	10,000	10	.....	.....
Caboose, 8-wheel cars	*1	3	2	950	21,000	10	.....	.....
Service cars .....	.....	5	5	840	.....	10	.....	.....
Total	1,956	7,700	9,656	.....	.....	.....	.....	3,050

Passenger cars equipped with Westinghouse automatic air brake and Miller and Gould couplers.

Freight cars with Mark's automatic, Gould's standard, Trojan and Janney couplers.

About four-fifths of the switches in use on this road are automatic safety, and the balance are ordinary stub switches.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles of wire	653.78	657.94
Total assessed value of road & state of company	\$2,606,656	\$2,606,656
Length of steel rails laid during the year in repairs, miles	43.69	43.69
Length of iron rails laid during the year in repairs, miles .....	.....	.....
Railroads crossing road at grade	4	32
Railroads crossing road over or under grade	3	4
Highway crossings at grade without protection	170	4
Highway crossings at grade protected by gates or flagmen	34	172
Highway crossings over or under grade	23	34
Overhead obstructions less than twenty feet above track	20	20

* Shows in credit, etc. Sales, depreciation, etc.

Passenger cars are heated by Consolidated Car Heating Company's system, lighted with mineral seal oil, 800° test, and ventilated by Creamer and Globe ventilators in transom and elevated roof.

National Express Company runs over line: pays for local freight $1\frac{1}{4}$ first-class tariff rates; between competing points, first-class rates; for through freight 29 cents; also 10 per cent of its profits.

Wagner Palace Car Company runs cars over the line and is paid 8 cents per mile run for sleeping cars and 1 cent per mile for drawing-room cars, and the railroad company lubricates and cleans outside of cars. Pullman's Palace Car Company also runs cars over the line, and is paid 8 cents per mile run. No additional charge is made by the railroad company.

Wagner Palace Car Company was paid during the year.....	\$1,866 98
Pullman's Palace Car Company was paid during the year.....	8,764 52
Total	\$5,131 45

Mails are transported for the compensation fixed by the government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	87,666	2.45
Grain	154,808	4.32
Meats and provisions.....	26,432	1.02
Live stock	13,715	0.38
Lumber	140,592	3.92
Pig and bar iron and steel.....	20,842	2.51
Iron or other ores	104,545	2.92
Coal and coke.....	2,342,287	62.55
Petroleum and other oils.....	29,554	0.82
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	53,490	1.49
All other manufactures.....	124,101	3.46
All other merchandises.....	31,147	0.87
All other agricultural products	197,908	5.52
All other articles not included above.....	278,357	7.77
Total.....	3,184,529	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	38	13	51
Others, not passengers	9	7	16
Total	47	20	67

EMPLOYEES.

Average number of persons employed (including officials) during year.....	2,463
Aggregate amount of salaries and wages paid them.....	\$1,280,645 86

Officers of the Company.

Name.	Title.	Official Address.
ROBERT M. OLYPHANT.....	President.....	New York city.
LEGRAND B. CANNON.....	Vice-President.....	New York city.
HORACE G. YOUNG.....	Second Vice-President.....	Albany, N. Y.
CHARLES A. WALKER.....	Treasurer.....	New York city.
F. M. OLYPHANT.....	Secretary.....	New York city.

Directors of the Lessee Company.

Names.	Residence.
LEGRAND B. CANNON.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
ROBERT M. OLYPHANT.....	New York city.
BENJAMIN H. BRISTOW.....	New York city.
R. SUTDAM GRANT.....	New York city.
WM. H. TILLINGHAST.....	New York city.
ALFRED VAN SANTVOORD.....	New York city.
JAMES A. ROOSEVELT.....	New York city.
ALEXANDER E. ORR.....	New York city.
OLIVER P. C. BILLINGS.....	New York city.
SAMUEL SPENCER.....	New York city.
CORNELIUS VANDERSILT.....	New York city.
CHAUNCEY M. DEPEW.....	New York city.

Title of lessee company, Delaware and Hudson Canal Co.
 General offices at New York city.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, second Tuesday in May.
 For information concerning this report address S. T. S. Henry, Auditor.

ALBANY AND VERMONT.

LESSOR.

LESSEE — RENSSELAER AND SARATOGA.

OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 17, 1869.)

The Albany and Vermont Railroad was leased to the Rensselaer and Saratoga Railroad Company in perpetuity June 13, 1860, and this lease was assigned to the Delaware and Hudson Canal Company in May, 1871, and the road is now operated by the said Delaware and Hudson Canal Company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	6,000	\$600,000	\$600,000

Number of stockholders..... 57

Cost of Road.

Total cost of road up to June 30, 1892..... \$600,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources as follows, viz.:

Received from Delaware and Hudson Canal Company for rent \$30,000 00

Payments from gross income as follows, viz.:

Dividends declared, three per cent, on \$600,000 common stock.....	\$18,000 00	
Salaries.....	100 00	
Sundry expenses.....	290 00	
Rent to Rensselaer and Saratoga Railroad Co.....	600 00	
		18,990 00

Surplus for year ending June 30, 1892..... \$810 00

General Income Account.

Surplus for year ending June 30, 1892..... \$810 00

Surplus up to June 30, 1891..... 5,624 13

Total surplus June 30, 1892..... \$6,434 13

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road..... \$600,000 00

Current assets as follows, viz.:

Cash on hand..... 6,434 13

\$606,434 13

LIABILITIES.

Capital stock..... \$600,000 00

Profit and loss (surplus)..... 6,434 13

\$606,434 13

ALBANY AND VERMONT.

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Officers of the Company.

Name.	Title.	Official Address.
JOSEPH M. WARREN	President.....	Troy, N. Y.
JOHN NEHER	Treasurer.....	Troy, N. Y.

Directors of the Company.

Name.	Residence.
JOSEPH M. WARREN	Troy, N. Y.
GEORGE H. CRAMER	Troy, N. Y.
BENJAMIN H. HALL	Troy, N. Y.
CHARLES W. TILLINGHAST	Troy, N. Y.
C. E. DUDLEY TIBBITS	Troy, N. Y.
JOHN I. THOMSON	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
JOHN B. GALE	Williamstown, Mass.
LE GRAND B. CANNON	New York city.
JAMES B. JERMAIN	New York city.
JAMES A. EDDY	Troy, N. Y.

Title of company, Albany and Vermont Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in October.

For information concerning this report, address John H. Neher, Treasurer.

ALLEGHENY AND KINZUA.

(Date of charter, February 26, 1890.)

The Allegheny and Kinzua Railroad Company was formed by the consolidation and merger of the Allegheny and Kinzua Railroad Company of the State of New York, and the Bradford and Corydon Railroad Company of the State of Pennsylvania, under chapter 917 of the Laws of 1890 of the State of New York, and the several acts amendatory thereof and supplementary thereto, and under an act of Assembly of the Commonwealth of Pennsylvania, passed May 16, 1881, and several acts amendatory thereof and supplementary thereto.

The articles of consolidation and merger were filed in the office of the Secretary of State of the State of New York on the 26th day of February, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania on the 26th day of February, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	5,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage....	Feb. 1, 1890	30	p.c. 5	Feb. and Aug.	\$500,000	\$285,000	\$300,000

Five hundred thousand dollars of bonds were issued and held in trust by the Central Trust Company, to be delivered as the construction company required them for the construction of the road. There have been so far delivered to them \$300,000.

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment.

	Addition or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$182 50	.....
Bridges	110 98	.....
Superstructure (including ties)	187 72	.....
Rails	63 90	.....
Cost of road and equipment to June 30, 1891		\$800,642 02
Total cost of road and equipment	\$545 05	\$801,187 97

Income Account for Year Ending June 30, 1892.

Gross earnings from operations	\$59,418 65
Less operating expenses (excluding all taxes)	55,887 91
Net earnings from operation	\$3,530 74
Income from other sources, as follows, viz.:	
Use of locomotive	241 07
Gross income from all sources	\$3,771 81
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	\$14,250 00
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	467 25
Interest on current liabilities	100 51
Permanent improvements	545 05
Other deductions	60 60
	15,423 41
Deficit for year ending June 30, 1892	\$11,601 00

General Income Account.

Deficit for year ending June 30, 1892	\$11,601 00
Surplus up to June 30, 1891	1,083 02
Total deficit June 30, 1892	\$10,517 98

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$58,845 97	\$58,845 97
Passengers, all local	\$572 68		572 68
Total gross earnings	\$572 68	\$58,845 97	\$59,418 65

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$13,968 49
Repairs of roadbed	731 58
Repairs of bridges (including culverts and cattle guards)	21 37
Repairs of stations, shops, docks, etc.	153 40
Other expenses for maintenance of way and structures	88 35
Total	\$14,957 89

Maintenance of equipment:

Repairs of locomotives	\$5,720 33
Repairs of cars	3,081 04
Repairs of machinery and tools	92 22
Other expenses for maintenance of equipment	5 00
Total	\$8,948 59

Conducting transportation :

Wages of conductors and men.....	\$6,515 18
Wages of engineers and firemen.....	5,222 88
Fuel for locomotives.....	4,871 29
Water supply.....	47 52
Other train supplies or expenses.....	1,047 20
Wages of station agents and clerks.....	1,001 00
Station supplies.....	23 45
Wages of watchmen, flagmen and switchmen.....	1,123 50
Other expenses for conducting transportation.....	1,966 17
Total.....	\$21,947 01

General expenses :

Salaries of general officers and clerks.....	\$2,604 43
General office expenses and supplies.....	446 82
Stationery and printing.....	180 20
Legal expenses.....	2,894 46
Loss and damage of freight and baggage.....	516 11
Injuries to persons.....	435 45
Other general expenses.....	8,068 44
Total.....	\$10,084 69
Grand total operating expenses.....	\$55,837 91

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment.....	\$300,642 92
<i>Current assets as follows, viz.:</i>	
Cash on hand	1,138 28
Due by agents.....	6,070 45
Open accounts.....	4,165 44
Sundries.....	144 29
Profit and loss (deficiency).....	10,567 38
	\$317,328 69

LIABILITIES.

Capital stock.....	\$500,000 00
Funded debt.....	285,000 00
<i>Current liabilities as follows, viz.:</i>	
Interest on funded debt due and accrued.....	12,854 15
Audited vouchers and pay-rolls.....	17,483 51
Loans and bills payable.....	1,991 08
	\$317,328 69

Traffic and Mileage Statistics.

ITEM.

Number of tons of freight carried.....	126,119
Number of tons of freight carried one mile.....	1,765,666

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$578 68	.....	578 68
Freight earnings and expenses (including miscellaneous earnings).....	59,087 64	55,837 91	3,249 73
verage per ton of freight carried.....	45 46	44 35	01 51
verage per ton of freight per mile.....	08 37	08 16	00 81

ITEM.

Computed on earnings from carrying passengers and freight only.	All local.
verage rate received per mile per ton for carrying freight, all classes.....	Centa. 8.27

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment.

TRACKS.	MILES OWNED.	
	Length in N. Y. State.	Entire Length.
Main line from Bradford, Pa., to Red House, N. Y., single track	9	25
Branches or other roads, laid single track.....	2	18
Total single track.....	11	43
Laid with iron rail, main line.....	9	37
Laid with iron rail, branches, or other roads.....	2	6

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH ROAD.	From	To	Length in N. Y. State.	Entire Length.
Allegheny and Kinzua.....	{ Gilbert, Pa..... { Gilbert, Pa.....	Coffee Run, Pa... Zelliff, N. Y.....	..... 4	12 6

EQUIPMENT.

Number owned.

Locomotives, 8 drivers	1
Locomotives, 6 drivers	1
Locomotives, 4 drivers	1
Total	3
Flat freight cars.....	4
Caboose, 4-wheel cars	1
Service, 8-wheel cars (log)	90
Total	95

Hand brake and link and pin coupler on cars. Split switches in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.
* Total assessed value of real estate and personal property of Company	\$30,000 00

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Lumber.....	61,268
Merchandise.....	2,822
Bark, logs and wood	61,334
Total	125,424

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	3	1	4

* This road runs through a wild and uninhabited country, and only one township has assessed us as per amount stated.

ALLEGHENY AND KINZUA.

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EMPLOYES.

Average number of persons employed (including officials) during the year..... 54
 Aggregate amount of salaries and wages paid them..... \$34,488 38

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
S. S. BULLIS.....	President.....	Olean, N. Y.
M. W. BARSE.....	Vice-President.....	Buffalo, N. Y.
J. E. ROONEY.....	Secretary and Treasurer.....	Olean, N. Y.
F. L. STOWELL.....	Auditor.....	Olean, N. Y.
C. V. MERRICK.....	General Superintendent.....	Bradford, Pa.
J. E. ROONEY.....	General Freight and Passen'r Agt.	Olean, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
S. S. BULLIS.....	Olean, N. Y.
M. W. BARSE.....	Buffalo, N. Y.
F. L. STOWELL.....	Olean, N. Y.
J. C. FRENCH.....	Olean, N. Y.
C. D. WILLIAMS.....	Ridgway, Pa.
F. E. BROOKS.....	Bradford, Pa.
G. C. PALMER.....	Olean, N. Y.
G. G. FRECK.....	Olean, N. Y.
J. V. DEONEY.....	Olean, N. Y.
W. I. BARTHOLOMAW.....	Morrisons, Pa.
C. D. CLARK.....	Olean, N. Y.
G. C. FARNEWORTH.....	Olean, N. Y.
E. V. DUNLEVIE.....	Olean, N. Y.

Title of company, Allegheny and Kinzua Railroad Company.

General offices at Olean, N. Y.

Date of close of fiscal year, February.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report report address F. L. Stowell, Auditor.

AMSTERDAM, CHUCTANUNDA AND NORTHERN.

LESSOR.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, September 23, 1879.)

The road is used and operated entirely by the New York Central and Hudson River Railroad Company as a branch for delivering and receiving freight to and from Kellogg & Miller's lined oil works.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	200	\$20,000

Cost of Road.

	Total cost up to June 30, 1892.
grading, masonry and ballast.....	\$15,109 81
uts, land, land damages and fences.....	4,890 19
Total cost of road.....	\$20,000 00

General Balance Sheet June 30, 1892.

ASSETS.

st of road.....	\$20,000 00
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LIABILITIES.

apital stock.....	\$0,000 00
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REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track	\$261 45	\$261 46	\$522 91
Repairs of bridges (including culverts and cattle-guards)	113 63	113 63	227 26
Repairs of fences	1 65	1 64	3 29
Other expenses for maintenance of way and structures	11 76	11 76	23 52
Total	\$388 49	\$388 49	\$776 96
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$41 82	\$41 83	\$83 65
Repairs of cars	38 31	38 32	76 63
Repairs of machinery and tools	61 50	61 50	123 00
Other expenses for maintenance of equipment	36	35	71
Total	\$141 99	\$142 00	\$283 99
<i>Conducting transportation :</i>			
Wages of conductor and men	\$255 00	\$255 00	\$510 00
Wages of engineers and firemen	285 00	285 00	570 00
Fuel for locomotives	338 32	338 33	676 65
Oil and waste	11 01	11 00	22 01
Other train supplies or expenses	11 40	11 40	22 80
Wages of station agent and clerks	475 50	475 50	951 00
Wages for labor at stations	1,391 09	1,391 08	2,782 17
Station supplies	26 63	26 63	53 26
Other expenses for conducting transportation	104 33	104 33	208 66
Total	\$2,896 28	\$2,896 27	\$5,792 55
<i>General expenses :</i>			
Salaries of general officers and clerks	\$412 50	\$412 50	\$825 00
General office expenses and supplies	26 17	26 18	52 35
Stationery and printing	18 68	18 67	37 35
Legal expenses	5 00	5 00	10 00
Telegraph maintenance and operation	1 50	1 50	3 00
Other general expenses	26 90	26 89	53 79
Total	\$488 75	\$488 74	\$977 49
Grand total operating expenses	\$3,917 51	\$3,917 50	\$7,835 01

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$181,920 00
<i>Current assets, as follows, viz. :</i>	
Cash on hand	\$357 20
Due by agents	1,027 84
Open accounts	46 85
	1,431 89
Profit and loss (deficiency)	1,656 00
	\$135,007 39

LIABILITIES.

Capital stock	\$108,000 00
Funded debt	26,000 00
<i>Current liabilities, as follows, viz. :</i>	
Interest on funded debt due and accrued	812 80
Audited vouchers and pay rolls	1,194 89
	\$135,007 39

- ATTICA AND FREEDOM.

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Description of Road and Equipment.

TRACK.		Miles owned, all in N. Y. State.
Main line from Attica to Freedom, single track		33.00
Sidings and turnouts on main line .....		.49
Grand total of tracks, sidings and turnouts		33.49
Laid with iron rail, main line		33.00
Laid with iron rail, sidings .....		.49
Weight of rails per yard — iron, maximum, 30 lbs.; minimum, 28 lbs.; gauge of track, 3 feet; ballasted with gravel.		

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	2	Feet. 180
Wooden trestles	44	5,000
Total	46	5,180

EQUIPMENT.	Number owned.	
	Number owned.	Maximum weight of each in lbs.
Locomotives, 4 drivers	2	36,000
First-class passenger cars	2	.....
Baggage, mail and express cars	1	.....
Total	3	.....
Box freight cars	4	.....
Flat freight cars	3	.....
Total	7	.....

Cars equipped with hand-brake, link and pin coupler.
Standard Erie switch exclusively used on road.

Miscellaneous Statistics.

	Entire line in N. Y. State.
Railroads crossing road at grade	1

Passenger cars are heated by stoves, lighted with oil and ventilated by windows.
Wells, Fargo & Co.'s Express does business over the line.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
lumber	60
iron	180
timber	1,001
coal and coke	600
petroleum and other oils	68
Shipments of manufactured goods received by railroad companies within this State from manufacturing companies within this State	8
.....	7
.....	54
.....	5,379
Total	7,351

REPORT OF THE RAILROAD COMMISSIONERS.

EMPLOYES.

Average number of persons employed (including officials) during half year..... 28
 Aggregate amount of salaries and wages paid them..... \$4,444 28

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
RICHARD B. FERRIS.....	President.....	Bank of N. Y., 48 Wall st., New York city.
AUGUST STEIN.....	Vice-President.....	60 Broadway, New York city.
WILLIAM JAY.....	Secretary and Treas..	48 Wall street, New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
RICHARD B. FERRIS.....	New York city.
HENRY A. OAKLEY.....	New York city.
SUMNER R. STONE.....	New York city.
WILLIAM JAY.....	New York city.
AUGUST STEIN.....	New York city.
HENRY G. WISNER.....	New York city.
EGERTON L. WINTHROP, Jr.....	New York city.
ROBERT W. CANDLER.....	New York city.
GEORGE W. SMITH.....	New York city.
WM. E. RUDISCHAUER.....	New York city.
JOHN BOGARDUS.....	New York city.
JOHN M. BUCKINGHAM.....	New York city.
* Vacancy	

Title of company, Attica and Freedom Railroad Company.

General offices at 48 Wall street, New York city.

Date of close of fiscal year December, 31.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report, address William Jay, Secretary.

AVON, GENESEO AND MOUNT MORRIS.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 18, 1860.)

This road was originally commenced to run from Rochester to Pittsburgh, in 1852, and in 1856 the company deeded to the Genesee Valley Railroad Company the right of way from Avon to Mount Morris, and the Genesee Valley Railroad Company constructed the road, and on the 18th day of January, 1859, the first passenger car went over the road.

The road was sold on the bonds, and the present company organized and operated it until January 1, 1872, when it was leased to the Erie Railroad Company for eighty years and all renewals of charter; they continued to operate until their road was sold, and the New York, Lake Erie and Western Railroad Company has continued to operate it since, the lessees to pay six per cent on the stock and all taxes and \$100 per year to keep up the organization. The New York, Lake Erie and Western Railroad Company pay the interest to the stockholders every six months.

The road was built under the General Railroad Law of 1850.

Capital Stock.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter.....	2,500	\$250,000
Issued for actual cash and now outstanding.....	2,250	225,000

*Caused by the death of Col. E. P. C. Lewis.

Cost of Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$122,000 00
Bridges.....	6,840 00
Superstructure (including ties) and rails.....	64,000 00
Land and land damages.....	1,896 92
Engine and car-houses.....	1,004 68
Interest and discount charged to construction.....	2,494 50
Other items.....	16,524 00
* Total cost of road.....	<u>\$224,800 10</u>

Income Account for Year Ending June 30, 1892.

Net income from all sources, as follows, viz.:

Rentals received from lessees.....	\$13,600 00
Deductions from income as follows, viz.:	
Dividends, 6 per cent.....	\$13,500 00
Organization expenses.....	100 00
Total.....	<u>\$13,600 00</u>

Officers of the Company.

Name.	Title.	Official Address.
HERMAN P. MILLS.....	President.....	Vacant, on account of death.
GEO. W. PHELPS.....	Vice-President.....	Mt. Morris, N. Y.
	Secretary and Treasurer.....	Mt. Morris, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE ELLWANGER.....	Rochester, N. Y.
JOSIAH ANSTICE.....	Rochester, N. Y.
HERMAN P. MILLS.....	Mt. Morris, N. Y.
HILBERT E. BROWN.....	Mt. Morris, N. Y.
GEORGE W. PHELPS.....	Mt. Morris, N. Y.

Title of company, Avon, Genesee and Mount Morris Railroad Company.

General offices at Mount Morris, N. Y.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address George W. Phelps, Secretary and Treasurer,

BATH AND HAMMONDSPORT.

(Date of charter, January 17, 1872.)

Road leased to Allen Wood for ninety-nine years, and his lease and interests transferred to Henry S. Stebbins, November 15, 1888.

Interest held by lessee sold to the Bath and Hammondsport Railroad Company, August 1, 1889.

The present management came into possession of the road January 1, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No of shares.	Total par value.
Authorized by law or charter, issued for actual cash and on account of construction, and now outstanding.....	1,000	\$100,000
Number of stockholders.....		19

All the rolling stock went with the lease, for which the Erie Company were to pay the bonds on the road.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Bonds, 1st mort.....	June 1, 1889	30	<i>p. c.</i>	June 1, Dec. 1	\$100,000	\$100,000	\$100,000
Bonds, 2d mort.....	July 1, 1889	30	5	April 1, Oct. 1	50,000		
Bonds, 3d mort.....	July 1, 1892	30	6	April 1, Oct. 1	5,000		
Bonds, 2d mort.....	July 1, 1892	4	6	April 1, Oct. 1	5,000	100,000	100,000
Bonds, 2d mort.....	July 1, 1892	5	6	April 1, Oct. 1	5,000		
Bonds, 2d mort.....	July 1, 1892	6	6	April 1, Oct. 1	5,000		
Bonds, 2d mort.....	July 1, 1892	7	6	April 1, Oct. 1	5,000		
Bonds, 2d mort.....	July 1, 1892	8	6	April 1, Oct. 1	5,000		
Bonds, 2d mort.....	July 1, 1892	9	6	April 1, Oct. 1	5,000		
Bonds, 2d mort.....	July 1, 1892	10	6	April 1, Oct. 1	5,000		
Total					\$300,000	\$300,000	\$300,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....		\$57,307 36
Bridges.....		3,567 93
Superstructure (including ties).....	\$1,062 99	65,790 43
Rails.....	54 36	28,170 51
Land.....		97,051 11
Fences.....	30 15	335 12
Passenger and freight stations.....		2,368 73
Shops, machinery and tools.....	4 50	3,149 00
Fuel and water stations.....	131 14	196 67
Engineering expenses.....		5,437 80
Wharfing.....	35 38	6,399 00
Warehouses.....	900 00	7,400 00
Total cost of road.....	\$2,208 52	\$277,143 66
EQUIPMENT.		
Locomotives.....	\$1,308 23	\$15,093 60
Passenger, mail, baggage and express cars.....	30 00	14,783 61
Freight and other cars.....		2,430 23
Total cost of equipment.....	\$1,338 23	\$32,297 47
Grand total cost of road and equipment.....	\$3,546 75	\$309,441 13

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$29,039 54
Less operating expenses (excluding all taxes).....	16,055 78
Net earnings from operation.....	\$12,983 61
<i>Income from other sources, as follows, viz.:</i>	
Rent of warehouses and shops.....	346 64
Gross income from all sources.....	\$13,330 25
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$11,000 00
Taxes on earnings and capital stock.....	150 33
All other taxes.....	986 24
Discounts and interest.....	73 41
	12,208 98
Surplus for year ending June 30, 1892.....	\$1,121 27

General Income Account.

Surplus for year ending June 30, 1892.....		\$1,121 47
Deficit up to June 30, 1891.....	\$2,712 06	
Freight car experiment.....	321 61	
Electric light experiment.....	156 59	
		3,190 26
Total deficit June 30, 1892.....		\$2,068 79

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$15,340 85	\$15,340 85
Passengers, all local.....	\$10,677 96		10,677 96
Mail	467 88		467 88
Express	2,552 85		2,552 85
Total gross earnings	\$18,698 69	\$15,340 85	\$39,039 54

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track, roadbed and bridges (including culverts and cattle guards)	\$702 01	\$800 13	\$1,502 14
Repairs of stations, shops, docks, etc.....	20 92	23 61	44 53
Total	\$722 93	\$823 74	\$1,546 67

Maintenance of equipment:

Repairs of locomotives.....	\$539 14	\$607 96	\$1,147 10
Repairs of cars.....	267 51	301 66	569 17
Total	\$806 65	\$909 62	\$1,716 27

Conducting transportation:

Wages of conductors and men.....	\$814 48	\$918 45	\$1,732 93
Wages of engineers and firemen.....	1,016 21	1,145 95	2,162 16
Fuel for locomotives	1,278 15	1,441 82	2,719 47
Oil and waste	100 85	113 16	213 51
Water supply		88	88
Wages of station agents and clerks.....	1,311 30	1,478 69	1,907 75
Wages for labor at stations			882 24
Station supplies.....	24 88	27 49	51 87
Wages of watchmen, flagmen and switchmen.....	44 28	49 92	94 20
Total	\$4,589 15	\$5,175 81	\$9,764 96

General expenses:

Salaries of general officers and clerks	\$564 00	\$636 00	\$1,200 00
General office expenses and supplies	102 06	115 08	217 14
Stationery and printing.....	201 41	227 12	428 53
Outside agencies and advertising	92 64	104 46	197 10
Legal expenses.....	12 22	13 78	26 00
Loss and damage of freight and baggage.....	74 16	83 68	157 79
Soliciting, etc.....		207 64	307 64
Mileage of cars of other companies (debit balance).....	27 68	31 20	58 88
Other general expenses	204 89	230 36	434 75
Total	\$1,278 56	\$1,749 27	\$3,027 83
Grand total operating expenses.....	\$7,397 29	\$8,658 44	\$16,055 73

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$277,142 66
Cost of equipment		32,397 47
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$2,512 52	
Due by agents and open accounts.....	10,990 89	
		13,503 41
Profit and loss (deficiency).....		2,068 79
		<u>\$325,013 83</u>
LIABILITIES.		
Capital stock		\$100,000 00
Funded debt.....		200,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay rolls.....	\$390 15	
Open accounts.....	8,623 18	
Loans and bills payable	15,500 00	
		25,013 33
		<u>\$325,013 83</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	46,727
Number of passengers carried one mile.....	423,461
Number of tons of freight carried.....	14,812
Number of tons of freight carried one mile.....	148,120
Mixed train mileage.....	<u>27,840</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$18,698 69	\$7,397 29	\$6,301 40
Average per passenger carried.....	2285		
Average per passenger per mile.....	0243		
Average per passenger train per mile.....	4902		
Freight earnings and expenses (including miscellaneous earnings).....	\$15,340 85	\$8,658 44	\$6,682 41
Average per ton of freight carried.....	1038		
Average per ton of freight per mile.....	103		
Average per freight train per mile.....	549		

ITEM.	All local.
Computed from earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.43
Average rate received per mile per ton for carrying freight, all classes.....	10.3

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Bath to Hammondsport, single track.....	10
Sidings and turnouts on main line.....	1
Grand total of tracks, sidings and turnouts.....	<u>11</u>
Laid with steel rail, main line.....	10
Average life of rails—steel, 20 years; average life of ties, 7 years; weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 25
Wooden bridges.....	12	160
Total	13	175

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	2	2	.....
First-class passenger cars.....	2	2	2
Baggage, mail and express cars.....	2	2	2
Total.....	4	4	4
Box freight cars.....	3	3	.....
Coal freight cars.....	1	.....	.....
Flat freight cars.....	1	.....	.....
Service.....	3	.....	.....
Total.....	8	3	.....

Passenger cars equipped with Westinghouse brake and Miller coupler.
Spring point switches used on road.

Miscellaneous Statistics.

Passenger cars are heated by stoves, lighted by mineral oil lamps and ventilated by Creamer ventilator.

United States and Wells-Fargo Express companies run over this road at a fixed rate per 100 pounds.

United States mails are carried over this road at rates fixed by the Postmaster-General.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	300	2.00
Grain.....	120	.80
Meats and provisions.....	108	.59
Live stock.....	286	2.00
Lumber.....	180	1.21
Coal and coke.....	4,830	29.17
Petroleum and other oils.....	72	.49
Manufactures.....	3,186	21.23
All other merchandise.....	888	6.25
All other agricultural products.....	4,476	30.94
All other articles not included above.....	768	5.23
Total.....	14,812	100

EMPLOYES.

Average number of persons employed (including officials) during year..... 20
Aggregate amount of salaries and wages paid them..... \$8,486 00

Officers of the Company.

Name.	Title.	Official Address.
CHARLES W. DRAKE.....	President.....	32 Nassau St., New York city.
M. F. SHEPPARD.....	Vice-President.....	Penn Yan, N. Y.
F. M. McDOWELL.....	Secretary.....	Penn Yan, N. Y.
FRANK CAMPBELL.....	Treasurer.....	Bath, N. Y.
H. S. STEBBINS.....	Manager.....	Hammondsport, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES W. DRAKE.....	New York city.
M. F. SHEPPARD.....	Penn Yan, N. Y.
F. M. McDOWELL.....	Bath, N. Y.
FRANK CAMPBELL.....	Bath, N. Y.
J. BAUDER.....	Hammondsport, N. Y.
I. S. STEBBINS.....	Hammondsport, N. Y.

Title of company. Bath and Hammondsport Railroad Company.

General offices at Hammondsport, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in December.

For information concerning this report, address Henry S. Stebbins, Manager.

BOSTON AND ALBANY.

(Date of charter, Nov. 2, 1870.)

First. Act of Commonwealth of Massachusetts, establishing the Boston and Worcester Railroad Corporation, June 23, 1831.

Second. Act of Commonwealth of Massachusetts, establishing the Western Railroad Corporation, March 15, 1833.

Third. Castleton and West Stockbridge Railroad Company; incorporated by the State of New York, May 15, 1834.

Fourth. Name changed to Albany and West Stockbridge Railroad Company, by act of May 5, 1836. November 11, 1841, a permanent contract of transportation was made by the Western Railroad Company and the Albany and West Stockbridge Railroad Company, for the operation of the latter by the former.

Fifth. By an act of Commonwealth of Massachusetts, passed May 24, 1867, the Boston and Worcester Railroad Corporation was consolidated with the Western Railroad Corporation under the name of the Boston and Albany Railroad Company.

Sixth. By an act of Commonwealth of Massachusetts, passed May 24, 1867, the Western Railroad Corporation was consolidated with the Boston and Worcester Railroad Company under the name of the Boston and Albany Railroad Company.

Seventh. Under authority of act of the State of New York, passed May 20, 1869, and by act of Commonwealth of Massachusetts, passed May 13, 1869, the Boston and Albany Railroad Company and the Albany and West Stockbridge Railroad Company of New York were united and consolidated and became the Boston and Albany Railroad Company. This was consummated November 2, 1870.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	300,000		
Issued for actual cash and now outstanding	250,000	\$25,000,000 00	\$25,129,283 50

Number of stockholders..... 8,009

* FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
Six per cent bonds..	July 1, 1875	20	6	July 1, Jan. 1	\$2,000,000	\$2,000,000	\$2,050,117 5
Five per cent bds..	April 1, 1882	30	5	Apr. 1, Oct. 1	3,858,000	3,858,000	.....
Total					\$5,858,000	\$5,858,000	\$2,050,117 5

* The seven per cent bonds were due February 1, 1892. All but \$17,000 have been presented and cancelled.

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
ROAD.	
Grading, masonry and ballast.....	\$6,833,843 95
Bridges.....	1,182,781 18
Superstructure (including ties) and rails.....	5,795,293 04
Land, land damages and fences.....	5,173,718 61
Passenger, freight, fuel and water stations.....	2,947,617 89
Engine and car houses, shops, machinery and tools.....	1,233,718 76
Engineering expenses.....	1,642,298 12
Purchase of constructed road.....	917,675 53
Riverside branch.....	231,865 76
Improvements at Springfield.....	581,735 08

Total cost of road..... \$26,099,992 87

EQUIPMENT.	
Locomotives.....	1,215,000 00
Passenger, mail, baggage and express cars.....	488,000 00
Freight and other cars.....	1,442,400 00

Total cost of equipment..... \$3,145,400 00

Grand total cost of road and equipment..... \$29,245,392 87

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$9,602,800 78
Less operating expenses (excluding all taxes).....	6,801,287 68

Net earnings from operation..... \$2,801,513 10

Income from other sources as follows, viz.:

Rent of buildings.....	\$216,268 73
Interest on current balances.....	44,246 96
	260,515 69

Gross income from all sources..... \$3,062,028 79

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$517,066 67
Rentals.....	78,000 00
Taxes on property used in operation of road.....	211,935 34
Taxes on earnings and capital stock.....	389,969 81
	1,196,961 82

Net income from all sources..... \$1,865,066 97

Payments from net income, as follows, viz.:

Dividends declared, 4 per cent on \$20,000,000, common stock.....	\$800,000 00
Dividends declared, 4 per cent on \$25,000,000, common stock.....	1,000,000 00
	1,800,000 00

Surplus for year ending June 30, 1892..... \$65,066 97

General Income Account.

Surplus for year ending June 30, 1892.....	\$65,066 97
Surplus up to June 30, 1891.....	\$100,168 40
Less United States government claim allowed.....	43,066 24
	57,162 16

Total surplus June 30, 1892..... \$122,229 13

DETAILED STATEMENT OF RENTALS.

Ware River railroad.....	\$52,500 00
Wittfield and North Adams railroad.....	22,500 00
North Brookfield railroad.....	1,500 00
North Brookfield, accrued.....	1,500 00

Total amount of rentals deducted from income..... \$78,000 00

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$2,354,488 58		
Freight, local.....	2,868,367 89		
		\$4,722,856 47	\$4,722,856 47
Passengers, through.....	1,200,204 02		
Passengers, local.....	2,601,229 08		
	\$3,981,523 10		
Mail.....	211,753 80		
Express.....	272,896 15		
Other sources, passenger department.....	100,495 98		
			4,566,669 03
Miscellaneous, as follows, viz.:			
Elevators, etc.....	\$196,141 91		
Gravel.....	117,183 37		
		313,325 28	313,325 28
Total gross earnings.....	\$4,566,669 03	\$5,086,181 75	\$9,652,850 78

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of tracks.....	\$90,912 63	\$98,094 91	\$189,007 54
Steel rails laid, 6,351 tons; cost..	\$222,635 00		
Badly worn rails laid, 6,235 tons; cost.....	\$155,875 00		
	182,063 31	193,446 69	375,510 00
Repairs of road-bed.....	314,902 80	359,072 87	674,475 67
Repairs of bridges (including culverts and cattle-guards).....	94,619 32	102,094 44	196,713 76
Repairs of stations, shops, docks, etc.....	81,596 43	88,042 72	169,639 15
Repairs of fences.....	10,823 66	11,684 14	22,512 80
Total.....	\$774,823 15	\$836,085 77	\$1,610,858 92
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$265,211 81	\$286,164 09	\$551,375 90
Repairs of cars.....	285,717 32	594,948 86	880,666 18
Repairs of machinery and tools.....	10,896 07	11,217 38	21,613 45
Total.....	\$561,825 20	\$892,330 33	\$1,453,655 53
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$332,195 88	\$398,914 82	\$731,110 70
Wages of engineers and firemen.....	242,617 81	261,785 13	504,402 94
Fuel for locomotives.....	361,920 65	390,513 14	752,433 79
Oil and waste.....	32,764 21	35,352 65	68,116 86
Water supply.....	22,965 53	24,779 86	47,745 39
Other train supplies or expenses.....	47,561 43	4,534 53	52,095 96
Wages of station agents and clerks.....	124,748 30	134,604 22	259,352 52
Wages for labor at stations.....	306,466 09	222,777 33	529,243 42
Station supplies.....	46,436 65	50,105 24	96,541 89
Wages of watchmen, flagmen and switchmen.....	108,399 39	116,963 18	225,362 57
Other expenses for conducting transportation.....	2,405 00	59,120 35	61,525 35
Total.....	\$1,528,481 44	\$1,699,450 45	\$3,227,931 89
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$53,345 82	\$57,560 25	\$110,906 07
General office expenses and supplies.....	35,323 90	38,114 45	73,438 35
Stationery and printing.....	18,170 37	19,605 87	37,776 24
Outside agencies and advertising.....	3,420 30	3,690 62	7,110 92
Legal expenses.....	7,338 00	7,483 30	14,821 30
Loss and damage of freight and baggage.....	13,501 35	14,567 98	28,069 33
Damage to cattle and property.....	3,204 82	3,453 01	6,657 83
Injuries to persons.....	15,115 38	16,309 52	31,424 90
Telegraph maintenance and operation.....	10,963 49	11,829 64	22,793 13
Mileage of cars of other companies (debit balance).....		107,830 35	107,830 35
Other general expenses.....	18,154 70	49,377 42	67,532 12
Total.....	\$178,558 03	\$330,283 31	\$508,841 34
Grand total operating expenses.....	\$3,043,187 82	\$3,758,099 86	\$6,801,287 68

BOSTON AND ALBANY.

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General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road.....	\$26,099,992 87
Cost of equipment.....	3,145,400 00

Other permanent investments, as follows, viz.:

Stocks of other companies.....	\$475,485 00
*Real estate.....	207,102 52
	682,587 52

Current assets, as follows, viz.:

Cash on hand.....	\$849,804 20
Open accounts.....	365,163 52
Materials and supplies.....	301,477 38
Trustees' improvement fund.....	1,793,882 51
	3,310,327 91
	\$38,298,368 30

LIABILITIES.

Capital stock.....	\$25,000,000 00
Funded debt.....	5,875,000 00

Current liabilities, as follows, viz.:

Interest on funded debt and rentals due and accrued.....	\$110,385 00
Dividends unpaid.....	502,316 00
Open accounts.....	96,995 66
Rentals due July 1st.....	37,500 00
Improvement fund.....	1,408,528 16
Ware river sinking fund.....	90,804 25
	2,241,029 17
Profit and loss (surplus).....	122,229 13
	\$38,298,368 30

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	1,214,273	10,881,194	12,095,467
Number of passengers carried one mile.....	62,591,678	155,204,553	217,796,231
Number of tons of freight carried.....	1,990,009	2,266,566	4,256,575
Number of tons of freight carried one mile.....	297,535,422	149,084,569	446,622,991
Passenger train mileage.....			3,099,191
Freight train mileage.....			3,348,973
All other train mileage.....			202,800
Total train mileage.....			6,640,963

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$4,566,669 03	\$3,043,187 82	\$1,523,481 21
Rate per passenger carried.....	+ 33865	+25894	+07961
Rate per passenger per mile.....	+ 01828	01397	+00431
Rate per passenger, train per mile.....	+1 2847	9819	+0028
Freight earnings and expenses (including miscellaneous earnings).....	5,036,131 75	3,758,090 86	1,278,031 89
Rate per ton of freight carried.....	+1 1095	8829	+2266
Rate per ton of freight per mile.....	+ 0106	00641	+0022
Rate per freight train per mile.....	+1 4144	1 1255	+2889

Amount added to real estate during the year, \$34,674.99.

Computations marked with dagger (†) not based on the figures as above reported.— R. R. Missioners.

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local	Through and local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.061	Cents. 1.784	Cents. 1.888
Average rate received per mile per ton for carrying freight, all classes.....	.791	1.588	1.06

Description of Road and Equipment.

TRACK.	MILES OWNED.		en- tire length, out- side N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Boston to Albany, single track.....	89.30	201.65	.....	89.30	201.65
Branches, or other roads, laid single track.....	17.33	103.95	83.13	17.33	187.08
Total single track.....	56.63	305.60	83.13	56.63	388.73
Second track on main line.....	39.30	201.65	.....	39.30	201.65
Second track branches or other roads.....	1	16	.....	1	16
Total second track.....	40.30	217.65	.....	40.30	217.65
Third track on main line.....	.....	9.49	.....	.....	9.49
Fourth track on main line.....	.....	9.47	.....	.....	9.47
Total third and fourth track.....	.....	18.96	.....	.....	18.96
Sidings and turnouts on main line.....	27.16	177.76	.....	27.16	177.76
Sidings and turnouts on branches or other roads.....	7.22	52.64	16.52	7.22	69.16
Total sidings and turnouts.....	34.38	230.40	16.52	34.38	246.92
Grand total of tracks, sidings and turnouts.....	181.31	772.61	99.65	181.31	872.26
Laid with steel rail, main line.....	78.60	422.26	.....	78.60	422.26
Laid with steel rail, branches or other roads.....	16.96	117.92	81.09	16.96	199.01
Laid with iron rail, branches or other roads.....	1.87	2.03	2.04	1.87	4.07

Average life of rails — steel, 10 years; iron, 3 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 96 lbs., minimum, 62 lbs.; iron, maximum, 63 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Newton Highlands ..	Boston.....	River Side.....	.....	9.98	Owned.	9.98	19.82	.....
Grand Junction.....	Cottage Farm.....	East Boston.....	.....	9.45	Owned.	5.11	14.56	.....
Newton Lower Falls.....	Riverside.....	Newt'n L. Falls.....	.....	1.10	Owned.	.....	1.10	.....
Saxonville.....	Natick.....	Saxonville.....	.....	3.70	Owned.	.....	3.47	.....
Milford.....	So. Framingham.....	Milford.....	.....	12.00	Owned.	.....	12.00	.....
Milbury.....	Milbury Junct.....	Milbury.....	.....	3.00	Owned.	.....	3.00	.....
Spencer.....	South Spencer.....	Spencer.....	.....	2.18	Owned.	.....	2.18	.....
Athol.....	Springfield.....	Athol.....	.....	45.26	Owned.	.....	45.26	.....
Hudson & Chatham.....	Chatham.....	Hudson.....	17.33	17.33	Owned.	1.00	16.96	1.37
			17.33	108.95	.....	16.00	117.92	2.08
Prov., Web. & Spring.	Webster Junct..	Webster.....	.....	11.23	Leased.	.....	11.23	.....
North Brookfield ..	East Brookfield.	No. Brookfield.	.....	4.00	Leased.	.....	2.72	1.28
Ware River.....	Palmer.....	Winchendon ..	.....	49.35	Leased.	.....	49.35	.....
Pitts. & No. Adams	Pittsfield.....	North Adams..	.....	18.55	Leased.	.....	17.79	.76
			.....	83.13	.....	.....	81.09	2.04

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Stone bridges	8	161	46	1,408.81
Iron bridges	19	1,420.45	152	10,405.43
Wooden bridges	5	424.50	26	1,911.79
Wooden trestles			10	8,334.73
Total	32	2,006.95	234	17,060.74

EQUIPMENT.	Number owned.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	40	196,000	40	.....
Locomotives, 6 drivers	9	144,678	9	.....
Locomotives, 4 drivers	191	164,678	180	70
Total	240	.....	229	70
19.26 per cent of 4 buffet cars, Boston and Chicago line .....	.....	.....	.....	.....
First-class passenger cars	301	29,380	301	301
Baggage, mail and express cars	55	57,250	55	55
Total	356	.....	356	356
Box freight cars	2,940	20,100	1,327	2,271
Stock freight cars	56	27,975	30	39
Coal freight cars, 8 wheels	1,996	27,060	264	822
Coal freight cars, 4 wheels	246	9,800	.....	116
Flat freight cars	696	20,570	11	418
Other freight cars	78	.....	13	42
Caboose cars	80	.....	.....	.....
Service cars	260	.....	50	81
Total	6,342	.....	1,695	3,789

Passenger and freight cars on road equipped with Gould, Miller, Cowell, Ames, Thurmond, Dowling and Trojan brakes and couplers.
Tyler and split rail switches in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles	25.02	165.83
Railroads crossing road at grade	2	17
Railroads crossing road over or under grade .....	.....	4
Highway crossings at grade without protection	42	230
Highway crossings at grade protected by gates or flagmen	14	100
Highway crossings over or under grade	24	171
Verhead obstructions less than 20 feet above track	10	62

Passenger cars are heated by steam and lighted by oil, 300° test, and gas, and ventilated by awnings in roof.
Adams and American Express Companies run over line and pay a fixed charge for a certain amount of space, and any excess is charged at a fixed rate.
Wagner Palace Car Co. runs its cars over the road. No contract and no revenue therefrom.
Ed. White, Midland, Blue, Canada Southern, Milwaukee and Michigan transportation companies do business over line of road and use company's cars. The Merchants' Dispatch transportation Co. runs over road and uses its own cars. No preference given them.
Rate for transportation of mails made by the United States government.

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	941,994
Grain	495,138
Meats and provisions	300,638
Livestock	203,367
Lumber	334,080
Pig and bar iron and steel	129,367
Iron or other ores	208,627
Coal and coke	750,308
Petroleum and other oils	88,867
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	263,134
All other manufactures	238,304
All other merchandise	604,218
All other agricultural products	205,427
All other articles not included above	180,708
Total	4,256,575

NUMBER OF ACCIDENTS.

	Injured	Killed	Total
Passengers	1	1	2
Employees	18	.....	18
Others	2	4	6
Total	21	5	26

Average number of persons employed (including officials) during year	5,963
Aggregate amount of salaries and wages paid them	\$2,722,455 96

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM BLISS	President	Boston, Mass.
EDWARD D. HAYDEN	Vice-President	Boston, Mass.
WALTER H. BARNES	General Manager	Boston, Mass.
SAMUEL HOAR	General Counsel	Boston, Mass.
CHARLES E. STEVENS	Treasurer	Boston, Mass.
FRANK H. RATCLIFFE	Assistant Treasurer	Springfield, Mass.
HENRY T. GALLUP	General Superintendent	Boston, Mass.
ARTHUR MILLS	General Traffic Manager	Boston, Mass.
HENRY B. CHAPIN	General Freight Agent	Boston, Mass.
HAMILTON PERKINS	Assistant General Freight Agent	Boston, Mass.
ARTHUR S. HANSON	General Passenger Agent	Boston, Mass.
MYRON E. BARBER	Auditor	Boston, Mass.
GEORGE B. GRIGGS	Ticket Auditor	Boston, Mass.
JOS. C. MILLER	Freight Auditor	Springfield, Mass.
WILLIAM H. RUSSELL	Engineer	Springfield, Mass.
ARTHUR B. UNDERHILL	Superintendent Motive Power	Boston, Mass.
ALBERT HOLT	Paymaster	Boston, Mass.

Directors of the Company.

Name.	Residence.
WILLIAM BLISS	Boston, Mass.
JOHN CURNINGS	Woburn, Mass.
ZENAS CRANE	Dalton, Mass.
EDWARD L. DAVIS	Worcester, Mass.
CHRISTOPHER M. DEWEY	New York city.
EDWARD B. GILLET	Westfield, Mass.
EDWARD D. HAYDEN	Woburn, Mass.
SAMUEL HOAR	Concord, Mass.
MOSES KIMBALL	Brookline, Mass.
JACOB C. ROBERTS	Peabody, Mass.
JAMES A. ROBERTS	Springfield, Mass.
JOHN C. ROBERTS	Brookline, Mass.
JOHN C. ROBERTS	Boston, Mass.

Railroad Company.

....., Mass.

....., September 28, 1899.

..... report, address M. E. Barber, Auditor, Boston, Mass.

BRADFORD, ELDRED AND CUBA.

REPORT OF T. C. PLATT, RECEIVER.

(Date of charter, May 11, 1881.)

The Bradford, Eldred and Cuba Railroad Company is a corporation of the State of New York, created by filing articles of association in the office of the Secretary of State, the 11th day of May, 1881, under the General Railroad Law of the State of New York.

This corporation is lessee of the following railroad corporations, viz.:

First. The Wellsville, Bolivar and Eldred Railroad Company, a corporation of the State of New York, created by filing articles of association in the office of Secretary of State of New York, April 29, 1881.

Second. The Bradford, Richburgh and Cuba Railroad Company, a corporation of the State of Pennsylvania, chartered under the General Railroad Laws of the State of Pennsylvania, March, 1881.

This company was put into the hands of Receiver, Hon. T. C. Platt, by decree of Supreme Court of the State of New York, February 4, 1885.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash and now outstanding...	4,800	480,000	\$480,000

Number of stockholders 34

FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bonds	1882	50	P. C. 6	Jan. and July.	\$500,000	\$500,000	\$500,000
Second mortgage bonds...	1882	50	6	Dec. and June.	100,000	60,000	60,000
Total.....	.....	.....	.....	.....	\$600,000	\$560,000	\$560,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Total cost of road and equipment, as reported, up to June 30, 1891.....		\$554,822 57
Less cash realized from sale of cars, etc.....		2,396 07
Grand total cost of road and equipment.....		\$552,426 50

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$36,962 88
Less operating expenses (excluding all taxes).....		29,430 35
Net loss from operation.....		\$2,467 53
Deductions from income as follows, viz.:		
Interest on funded debt due and accrued.....	\$33,600 00	
Taxes.....	934 88	
Interest on current liabilities.....	17 23	
		\$4,552 11
Deficit for year ending June 30, 1892.....		\$37,019 64

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OF ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Wellsville, Bolivar and Eldred Railroad	Wellsville.....	Little Genesee	20.62	20.62	Leased.	.....	20.62
Bradford, Richburg and Cuba Railroad	State line at Ceres, N. Y.	Eldred, Pa.	3.62	9.36	Leased.	2.10	7.26

BRIDGES.

ALL OUTSIDE NEW YORK STATE.

	Number.	Aggregate length.
	<i>Feet.</i>	<i>Feet.</i>
Wooden bridges.....	3	805
Wooden trestles.....	34	5280
Total	36	5585

EQUIPMENT.

	Number owned.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	2	40,000	2	.....
Locomotives, 4 drivers.....	2	36,000	2	.....
Total	4	.....	4	.....
First-class passenger cars.....	4	.....	4	4
Second-class passenger cars.....	3	.....	3	3
Baggage, mail and express cars.....	2	.....	2	2
Total	9	.....	9	9
Box freight cars.....	13	.....	.....	.....
Coal freight cars.....	66	.....	.....	.....
Flat freight cars.....	8	.....	.....	.....
Other cars.....	11	.....	.....	.....
Total	98	.....	.....	.....

Eames Vacuum brake and Miller coupler on passenger cars and ordinary hand brake and link and pin coupler on freight cars.

All point switches, old style, in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	*Entire Line
Railroads crossing road at grade.....	.....	.....
Highways crossings at grade without protection	9	.....

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by transom ventilators.

Wells, Fargo & Co's. Express operates over road under special agreement.

United States Mail transported for \$1,984 per annum over entire line operated.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	234
Grain	29
Meats and provisions	140
Lumber	5,366
Iron and other ores	1,390
Petroleum and other oils	89
Manufactures	1,191
All other merchandise	536
All other agricultural products	222
All other articles not included above	556
Total	9,682

EMPLOYEES.

Average number of persons employed (including officials) during year.....	38
Average amount of salaries and wages paid them.....	\$17,062 20

Officers of the Company.

Name.	Title.	Official Address.
THOMAS C. PLATT	Receiver	New York city.
FRANK M. BAKER	Receiver's Agent	Addison, N. Y.
FRANK H. PLATT	President	New York city.
THEO. F. WOOD	Secretary	New York city.
B. W. SPENCER	Treasurer	New York city.
W. W. ATWOOD	Superintendent	Wellsville, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES C. ATTENBURG	New York city.
FRANK M. BAKER	Owego, N. Y.
B. F. BALINGER	Eltzabeth, N. J.
ED. M. DICKINSON	New York city.
HERMAN S. LEROY	New York city.
W. E. MANTINS	New York city.
THOMAS C. PLATT	New York city.
FRANK H. PLATT	New York city.
AUGUST STEIN	New York city.
B. W. SPENCER	New York city.
W. C. SHELDON	New York city.
THEO. F. WOOD	New York city.

Title of company, Bradford, Eldred and Cuba Railroad Company.

General offices at Addison, N. Y.

For information concerning this report address Frank M. Baker, Agent for Receiver.

BROOKLYN, BATH AND WEST END.

(Date of charter, January 22, 1879.)

Organized in 1862 as the Brooklyn, Bath and Coney Island Railroad Company. Sold and reorganized as the Brooklyn, Bath and West End Railroad Company December 5, 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter	5,000	\$500,000	1,000	\$100,000	.....
Issued for actual cash, and now outstanding	5,000	500,000	520	52,000	\$552,000

Grand total of common and preferred stock now outstanding..... \$552,000 00

Number of stock-holders..... 35

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort., series "A".....	Jan. 1, 1887	10-20	p.c. 5	Jan. and July	\$250,000	\$250,000	\$250,000
First mort., series "B".....	.....	20	5	Ap'l and Oct.	250,000	250,000	.....
Second mortgage, series "C".....	July 1, 1891	20	5	Jan. and Dec.	100,000	52,000	.....
Total					\$600,000	\$552,000	\$250,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Cost of road to June 30, 1891.....		\$1,026,876 75
Ballast.....	\$1,404 68	
Grading and masonry and superstructure (including ties).....	1,042 60	
Rails and fixtures	745 59	
Land.....	1,920 87	
Passenger and freight stations.....	4,682 54	
Engine and car houses	125 46	
Shops, machinery, tools and turntable.....	786 94	
Engineering expenses.....	185 00	
Interest and discount charged to construction.....	52,349 19	
Meter charges refunded.....	\$175 00	
Right of way.....	200 00	
Total cost of road.....	\$62,867 87	\$1,089,741 62
EQUIPMENT.		
Cost of equipment to June 30, 1891.....		\$78,867 06
Trucks	\$300 00	
Total cost of equipment	\$300 00	\$79,667 06
Grand total cost of road and equipment.....	\$63,667 87	\$1,169,411 68

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Amount expended during the year upon the completion of the construction of the Union depot and train yard at Thirty-sixth street and Fifth avenue, Brooklyn, N. Y.		\$3,067 58
Shed at Blythebourne station.....		150 00
Enlargement of shed, pens and platforms at Coney Island station.....		1,464 56
Construction of turntable at Coney Island station yard.....		786 94
Extension of engine house at Unionville shops.....		125 46
Construction of extension of road from Forty-first street and Tenth avenue to Thirtieth street and Tenth avenue, New Utrecht, with purchase of lands, land rights, etc.....		5,398 74
Interest and discount charges and construction.....		52,349 19
Less refunded water meter charges, Twenty-seventh street property... \$175 00		\$63,242 87
Right of way granted Brooklyn Elevated railroad in front of Twenty-seventh street property.....	200 00	
		375 00
Four passenger car trucks.....		\$62,867 87
		300 00
Total.....		\$63,667 87

* Credit.

BROOKLYN, BATH AND WEST END.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$78,273 80
Less operating expenses (excluding all taxes).....	75,073 59
Gross income from all sources.....	\$3,200 21

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$26,516 66
Taxes on property used in operation of road.....	4,564 86
Taxes on earnings and capital stock	515 32
Interest on other than funded debt.....	4,576 79
	36,173 63
Deficit for year ending June 30, 1892	\$32,973 43

General Income Account.

Deficit for year ending June 30, 1892	\$32,973 42
Deficit up to June 30, 1891.....	14,259 28
Total deficit June 30, 1892	\$47,232 65

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local.....	\$714 95
Passengers, all local.....	76,910 84
Rentals of property	648 01
Total gross earnings.....	\$78,273 80

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$4,964 27
Repairs of stations, shops, docks, etc.....	1,669 25
Total	\$6,633 52

Maintenance of equipment:

Repairs of locomotives	\$4,565 29
Repairs of cars	2,795 91
Repairs of machinery and tools.....	784 17
Shop supplies.....	447 90
Shop clerk.....	60 90
Total	\$8,695 17

Conducting transportation:

Wages of conductors and men	\$5,108 31
Wages of engineers and firemen	7,317 70
Fuel for locomotives	13,514 42
Oil and waste	312 98
Water supply	94 90
Other train supplies or expenses.....	893 95
Wages of station agents and clerks	3,863 35
Wages for labor at stations	2,049 97
Station supplies	1,394 71
Wages of watchmen, flagmen and switchmen	4,128 06
Other expenses for conducting transportation; rent stations	350 00
Total.....	\$39,073 35

General expenses:

Salaries of general officers and clerks.....	\$9,405 85
General office expenses and supplies.....	973 66
Rationery and printing	2,970 24
Outside agencies and advertising.....	1,600 21
Legal expenses.....	2,591 24
Damage to cattle and property	25 00
Injuries to persons	1,716 50
Telegraph maintenance and operation	456 19
Insurance	385 67
Travel	404 96
Western Union bill	109 77
Railroad Commissioners.....	32 26
Total.....	\$30,671 55

Grand total operating expenses.....	\$75,073 59
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REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$1,089,744 03
Cost of equipment	79,667 06
<i>Current assets as follows, viz.:</i>	
Cash on hand	\$7,631 10
Due by agents	93 00
Open accounts	2,479 33
Materials and supplies	637 47
	10,830 90
Profit and loss (deficiency)	47,223 05
	<u>\$1,227,475 23</u>

LIABILITIES.	
Capital stock	\$552,000 00
Funded debt	552,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded and floating debt due and accrued	\$34,733 30
Audited vouchers and pay rolls	16,896 32
Open accounts	11,818 14
Loans and bills payable, mortgages	71,028 47
	123,475 23
	<u>\$1,227,475 23</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	894,365
Number of passengers carried one mile	2,676,540
Number of tons of freight carried	1,708
Number of tons of freight carried one mile	4,914
Passenger train mileage	129,313
Freight train mileage	2,611
All other train mileage	1,617
Total train mileage	<u>133,541</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$78,273 80	\$75,073 55	\$3,200 21
Average per passenger carried	0876	0839	0037
Average per passenger per mile	0232	023	0012
Average per passenger train per mile	605	58	025

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	<u>*2.98</u>

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Brooklyn to Coney Island, single track	6.64
Second track on main line	6.14
Sidings and turnouts on main line	3.72
Grand total of tracks, sidings and turnouts	16.50
Laid with steel rails, main line	12.68
Laid with iron rails, main line	<u>3.82</u>

Average life of rails—steel, 15 years, iron, 10 years; average life of ties, 5 years; weight of rails per yard—steel, maximum, 56 pounds, minimum, 50 pounds; iron, maximum, 40 pounds, minimum, 35 pounds; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.

* Should be 2.87 cts.—R. R. Commissioners.

Description of Road and Equipment—(Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	2	<i>Feet.</i> 148

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	7	\$7,000	60,000	20	7	.....
First-class passenger cars	9	\$8,000	20,000	15	9	9
First-class passenger cars, open	38	2,000	7,000	10	38	28
Baggage, mail and express cars	2	2,000	8,000	8	2	.....
Total	49	.....	.....	.....	49	37
Box freight cars	2	\$500	16,000	10	2	.....
Flat cars	2	.....	.....	.....	2	.....
Service	10	130	5,000	8	.....	.....
Total	14	.....	.....	.....	4	.....

Eames' vacuum brake and Cowell automatic coupler and buffer on all passenger cars.
All point switches in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph operated by company	6.09
Railroads crossing road at grade	2
Railroads crossing road over or under grade	1
Highway crossings at grade protected by gates or flagmen	11

Passenger cars are heated by Speare heaters, lighted by center kerosene lamps and ventilated by patent top ventilators.
Mail carried by messenger for contractor.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent. .
Flour and grain	1,060	62.06
Fats and provisions	425	2.49
Lumber	114.5	6.70
Petroleum and other oils	4.5	.26
Imports of manufactured goods received by railroad companies within this State from manufactories within this State	140	8.20
Other manufactures	30	1.76
Other merchandise	5	.29
Other agricultural products	19	1.11
Other articles not included above	292.5	17.13
Total	1,708	100

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Passengers.....	1	.....	1
Others, not employees.....	.....	1	1
Total.....	1	1	2

EMPLOYES.

Average number of persons employed (including officials) during the year..... 63
 Aggregate amount of salaries and wages paid them..... \$43,719 80

Officers of the Company.

Name.	Title.	Official Address.
ERNEST H. DAVIS.....	President.....	36th st. and 5th ave., Brooklyn.
O. M. MEARS.....	Secretary and Treasurer.....	36th st. and 5th ave., Brooklyn.
J. P. HEINDELL.....	General Superintendent.....	36th st. and 5th ave., Brooklyn.
I. N. FRAM.....	Supt. Transportation.....	2d ave. and 58th st., Brooklyn.
CHAS. E. DODDRIDGE.....	Passenger and Claim Agent..	36th st. and 5th ave., Brooklyn.

Directors of the Company.

Name.	Residence.
ERNEST H. DAVIS.....	Brooklyn, N. Y.
J. M. BUTLER.....	Philadelphia, Pa.
JOHN DICKEY.....	Philadelphia, Pa.
ISAAC GERHART.....	Philadelphia, Pa.
WM. A. INGHAM.....	Philadelphia, Pa.
JOHN L. KATES.....	Philadelphia, Pa.
EDWARD ROBERTS.....	Philadelphia, Pa.
PERCIVAL ROBERTS.....	Philadelphia, Pa.
W. FREDERICK SNYDER.....	Philadelphia, Pa.

Title of company, Brooklyn, Bath and West End Railroad Co.
 General offices at Thirty-sixth street and Fifth avenue, Brooklyn, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Thursday in November.
 For information concerning this report, address O. M. Mears, Secretary.

BROOKLYN AND BRIGHTON BEACH.

(Date of charter, September 2, 1887.)

The Brooklyn and Brighton Beach Railroad Company was organized under chapter 480 of the Laws of 1874, and the act amending the same, known as chapter 446 of the Laws of 1876, relating to the reorganization of railroads sold under mortgage, and their certificate of incorporation was filed and recorded in the office of the Secretary of State, September 2, 1887.

On the 26th day of October, 1887, the said Brooklyn and Brighton Beach Railroad Company received a deed of the property and franchise of the Brooklyn, Flatbush and Coney Island Railway Company, purchased by said Brooklyn and Brighton Beach Railroad Company, under a plan or agreement of reorganization made May 12, 1887, between committees representing owners and holders of the first and second mortgage bonds of said Brooklyn, Flatbush and Coney Island Railway Company.

At the time of the delivery of said deed, the railroad and depot property were very much in need of repair, and their depot at Coney Island, in the Brighton Beach Hotel, and the hotel itself, in danger of destruction by the encroachments of the ocean. The Brooklyn and Brighton Beach Railroad Company immediately commenced operations to move the depot buildings and hotel back to a place of safety, some six hundred feet from the ocean. The moving was successfully accomplished, the large building having been moved in one piece on cars and railroad tracks, a new depot constructed, all buildings thoroughly repaired, the depot grounds at the ocean filled in and regraded, the railroad from Atlantic avenue, Brooklyn, to the ocean put in thorough order, and the equipment and rolling stock all renovated.

The railroad is a double track railroad, running from Atlantic avenue, near Franklin avenue, in the city of Brooklyn, to the Atlantic ocean, seven and one half miles in length.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value	Number of shares	Total par value.	
Authorized by law or charter, issued for actual cash and on account of construction and now outstanding	5,000	\$500,000	5,000	\$500,000	\$1,000,000

Grand total of common and preferred stock now outstanding..... \$1,000,000
 Number of stockholders..... 29

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds..	Sept. 1, 1887	40	p.c. 5	Sept. 1, 1927	\$500,000	\$500,000	\$498,884 66

Cost of Road and Equipment.

ROAD.	Addition or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$284,593 96
Bridges		89,774 88
Superstructure (including ties)		98,807 34
Rails		75,808 97
Land	\$432 66	549,090 88
Fences		13,608 11
Passenger and freight stations		48,588 69
Engine and car houses		14,296 74
Shops, machinery and tools		1,008 75
Fuel and water stations		3,721 80
Engineering expenses		15,975 71
Interest and discount charged to construction		1,115 34
Office furniture		800 00
Telegraph line		3,965 07
Legal expenses		4,055 77
Hotel furniture		25,000 00
Buildings and grounds	16 50	391,481 92
Total cost of road	\$449 16	\$1,571,059 10

EQUIPMENT.

Locomotives		\$44,661 82
Passenger cars		62,589 65
Freight and other cars		3,656 68
Total cost of equipment		\$110,856 60
Grand total cost of road and equipment	\$449 16	\$1,681,915 70

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Land supports.....	\$423 06
New walk, Brighton station.....	16 50
	<u>\$449 16</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$113,405 60
Less operating expenses (excluding all taxes).....	75,457 54
Net earnings from operation	<u>\$37,948 06</u>
<i>Income from other sources as follows, viz.:</i>	
Telegraph.....	500 00
Gross income from all sources.....	<u>\$38,448 06</u>

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$25,000 00
Taxes on property used in operation of road.....	1,938 91
Taxes on earnings and capital stock.....	572 03
Taxes other than above	11,662 44
Other interest	13,001 44
Terminal property department.....	29,756 30
	<u>81,926 12</u>
Deficit for the year ending June 30, 1892.....	<u>\$43,478 06</u>

General Income Account.

Deficit for the year ending June 30, 1892.....	\$43,478 06
Deficit up to June 30, 1891.....	106,865 20
Total deficit June 30, 1892.....	<u>\$152,343 26</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$1,457 12	\$1,457 12
Passengers, all local.....	\$111,848 48		111,848 48
Express	100 00		100 00
Total gross earnings.....	<u>\$111,948 48</u>	<u>\$1,457 12</u>	<u>\$113,405 60</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$4,883 50		\$4,883 50
Repairs of bridges (including culverts and cattle guards).....	246 42		246 22
Repairs of stations, shops, docks, etc.....	751 58		151 58
Repairs of fences	191 78		191 78
Other expenses for maintenance of way and structures.....	518 23		518 23
Total.....	<u>\$6,591 51</u>		<u>\$6,591 51</u>

Maintenance of equipment:

Repairs of locomotives.....	\$5,502 64		\$5,502 64
Repairs of cars.....	3,616 87		3,616 87
Total.....	<u>\$9,119 51</u>		<u>\$9,119 51</u>

Conducting transportation:

Wages of conductors and men.....	\$5,295 22	\$86 00	\$5,381 22
Wages of engineers and firemen.....	5,708 49	91 50	5,799 99
Fuel for locomotives.....	14,500 90	139 50	14,640 40
Oil and waste.....	1,060 87	11 00	1,071 87
Water supply.....	700 04		700 04
Wages of station agents and clerks.....	4,362 43		4,362 43
Station supplies.....	1,218 06		1,218 06
Wages of watchmen, flagmen, and switchmen..	5,199 85	6 75	5,206 60
Other expenses for conducting transportation..	897 50		897 50
Total.....	<u>\$38,443 38</u>	<u>\$334 75</u>	<u>\$38,778 13</u>

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$11,918 68	.....	\$11,918 68
General office expenses and supplies.....	583 84	.....	583 84
Stationery and printing.....	792 41	.....	792 41
Outside agencies and advertising.....	1,184 65	.....	1,184 65
Legal expenses.....	3,940 17	.....	3,940 17
Damage to cattle and property.....	485 00	.....	485 00
Injuries to persons.....	485 00	.....	485 00
Other general expenses.....	1,574 14	.....	1,574 14
Total.....	\$30,968 39	.....	\$30,968 39
Grand total operating expenses.....	\$75,122 79	\$384 75	\$75,457 54

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road.....	\$1,571,059 10
Cost of equipment.....	110,856 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,745 61
Open accounts.....	4,559 30
Materials and supplies.....	1,250 00
Profit and loss (deficiency).....	152,843 26
	\$1,842,813 87
LIABILITIES.	
Capital stock.....	\$1,000,000 00
Funded debt.....	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	8,333 33
Open accounts.....	61,459 10
Loans and bills payable.....	273,021 44
	\$1,842,813 87

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	769,654
Number of passengers carried one mile.....	5,387,573
Number of tons of freight carried.....	8,563
Number of tons of freight carried one mile.....	59,199
Passenger train mileage.....	146,048
Freight train mileage.....	2,556
All other train mileage.....	1,992
Total train mileage.....	150,596

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$111,948 48	\$75,122 79	\$36,825 69
Average per passenger carried.....	145	098	047
Average per passenger per mile.....	0208	014	0068
Average per passenger train per mile.....	7065	5144	2521
Freight earnings and expenses (including miscellaneous earnings).....	1,457 12	334 75	1,122 37
Average per ton of freight carried.....	17	04	13
Average per ton of freight per mile.....	0246	0056	019
Average per freight train per mile.....	56	13	43

ITEM.		All local.
Computed on earnings from carrying passengers and freight only.		Cents.
Average rate received per mile for carrying passengers, all classes.....		2.0779
Average rate received per mile per ton for carrying freight, all classes.....		2.46

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Atlantic avenue to Brighton Beach, Coney Island, single track...	7.50
Second track on main line.....	7.50
Sidings and turnouts on main line.....	2.86
Grand total of tracks, sidings and turnouts.....	17.86

Laid with steel rail, main line..... 15

Average life of rails—steel, 20 years; average life of ties, 5 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridges.....	0	Feet. 1,550
Wooden bridges.....	2	178
Wooden trestles.....	1	100
Total.....	12	1,828

EQUIPMENT.	Number owned.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	8	6,400	5	8	.....
First-class passenger cars.....	42	25,000	5	42	47
Baggage, mail and express cars.....	2	25,000	5	2	2
Total.....	44	.....	.....	44	44
Box freight cars.....	1	16,000	5	.....	1
Flat freight cars.....	6	15,000	2	.....	.....
Service cars.....	1	15,000	2	.....	.....
Total.....	8	.....	.....	.....	1

Cars equipped with Westinghouse and Eames' vacuum brake and Miller buffer coupler.
Horton's split switch in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned by company, miles.....	8½
Highway crossings at grade protected by gates or flagman.....	13
Overhead obstructions less than twenty feet above track.....	11
Passenger cars are heated by steam, lighted with oil and ventilated by Creamer patent ventilators.	
Westcott's Express does business over line of road on agreed percentage.	

BROOKLYN AND BRIGHTON BEACH.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Meats and provisions	89
Lumber	93
Coal and coke	126
Petroleum and other oils	23
All other merchandise	112
All other agricultural products	3,067
All other articles not included above	5,104
Total	<u>\$8,568</u>

EMPLOYES.

Average number of persons employed (including officials) during year	71
Aggregate amount of salaries and wages paid them	<u>\$32,663 92</u>

Officers of the Company.

Name.	Title.	Official Address.
JAMES JOURDAN	President	346 Fulton St., Brooklyn, N. Y.
EDWARD L. LANGFORD	Secretary and Treasurer	346 Fulton St., Brooklyn, N. Y.
WILLIAM FINLEY	Superintendent	346 Fulton St., Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
JAMES JOURDAN	Brooklyn, N. Y.
AARON S. ROBBINS	Brooklyn, N. Y.
WILLIAM MARSHALL	Brooklyn, N. Y.
ABRAHAM B. BAYLIS	Brooklyn, N. Y.
GEORGE I. MURPHY	Brooklyn, N. Y.
URIEL A. MURDOCK	New York, N. Y.
EDWARD L. LANGFORD	Brooklyn, N. Y.

Title of company, Brooklyn and Brighton Beach Railroad Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in September.

For information concerning this report, address Edward L. Langford, Secretary and Treasurer.

BROOKLYN AND ROCKAWAY BEACH.

(Date of charter, December 4, 1863.)

This road was completed and ready for operation, beginning to run trains, in the autumn of 1865.

It is authorized to operate, in connection with its steam railway, a ferry, equipped with boats propelled by steam power, from its railway terminus at Canarsie Landing, on Jamaica Bay, L. I., to Rockaway Beach, on the southern shore of Jamaica Bay. This ferry is operated during the summer months only, and has been so operated since 1865.

Special privileges and franchises were granted to this company by the Legislature of this State, by chapter 172 of Laws of 1864, passed April 12, 1864; by chapter 366 of Laws of 1866, passed April 4, 1866; by chapter 759 of Laws of 1871, passed April 26, 1871.

The company has a costly terminus at Canarsie Landing, on Jamaica Bay, Kings county, N. Y., the same having been constructed by filling in the dock in the bay with earth, at large cost, and a large hotel erected thereon at a cost of nearly \$50,000; also other buildings, fixtures, etc., at considerable expense. In addition to this the company has dredged out a steamboat channel in the shallows of Jamaica Bay, for a mile in length, and maintains the same as an outlet to navigable waters. The cost of all these permanent improvements is covered by cash realized from sale of its stock at par, its mortgage bonds and net earnings of business applied from time to time in place of making dividends. The United States government has on two or three occasions appropriated the sum of \$10,000 since this company first made the channel, and the amount has been expended in deepening and in widening the same.

Since 1891 sundry betterments have been made as set forth in this report, and additional work, including the relaying of part of old track and the laying of a second track, is contemplated to be performed during the coming season.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	3,000	\$150,000	\$150,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Consolidated mtgde..	Apr. 28, 1891	40	p.c. 6	May & Nov. 1	\$350,000	\$185,000	\$185,000

NOTE.—On March 25, 1892, there were refunded and merged into above funded debt as follows, and as appearing in last report to be then in force: First mortgage bonds, May 1, 1889, twenty years; six per cent interest; payable, May and November; authorized, \$58 000; outstanding, \$58,000; refunded. Improvement bonds, April 1, 1889, one to ten years; six per cent interest; payable, April and October; authorized, \$10,000; outstanding, \$8,000; refunded.

Cost of Road and Equipment.

ROAD	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Interest and discount charged to construction.....	\$369 43	\$369 43
Steamer Julia used as ferry.....	.....	15,149 20
Betterments under contract for improvement of road, rolling stock, laying of second track, building terminals, acquiring rights of way, etc.....	117,365 01	337,814 90
Total cost of road.....	\$117,734 44	\$353,333 63

EQUIPMENT.

*Locomotives, passenger, mail, baggage, express and freight cars.....	\$70,441 19
Grand total cost of road and equipment.....	\$423,774 81

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Under contract entered into February 23, 1891, there has been added to the road and accessory properties of the company briefly as follows:

Three passenger coaches; an electric lighting plant capable of lighting all the grounds, station buildings, docks and structures of every kind at the southerly terminus of the road at Canarsie Landing; a commodious and substantial terminal depot and offices for the Superintendent and General Ticket Agent at the same point; the terminal dock at Canarsie Landing has been completed and provided with fender piling its entire circuit; also dock sheds erected there as well as at the ferry landing at Rockaway pier; new coal bin, capacity 1,500 tons; jail building, ladies' toilet house and a water station, all at terminal, Canarsie Landing, the latter fed by driven well and steam pump; 300 feet of canal dredged out and bulkheaded and latter piled into connection with main land, forming a driveway into company's grounds at Canarsie Landing; also about three acres of land reclaimed from marsh, upon which 150 trees have been planted, and the same flanked on its easterly side by a new dock; right of way procured varying from fifteen to twenty feet along the entire line of road, and same graded ready to receive ties and rails for second track; sidings laid at Dumont avenue and at Conklin avenue; additional sidings and turnouts at terminus, Canarsie Landing, representing an issue of bonds to amount of \$117,000.

*Three new coaches added since last report are included in general contract for construction and equipment, and cost forms part of \$117,365.01, above given.

BROOKLYN AND ROOKAWAY BEACH.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$72,250 80
Less operating expenses (excluding all taxes)	49,498 94
Net earnings from operation	\$22,751 86

Income from other sources as follows, viz.:

Interest on deposits	\$88 27
Proceeds fifty shares of stock, final issue	2,500 00
	2,588 27
Gross income from all sources	\$25,340 13

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$5,711 67
Rentals	678 00
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	1,364 79
	7,752 46

Surplus for year ending June 30, 1892	\$17,587 67
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General Income Account.

Surplus for year ending June 30, 1892	\$17,587 67
Surplus up to June 30, 1891	100,866 25
	\$117,953 92

Deductions:

Interest paid October and November, 1890, which should have been set up as a liability in Treasurer Littlejohn's account, June 1, 1890	\$380 00
Accrued interest to March 20, 1892, on bonded debt as refunded at that date	1,634 99
Interest charged to operating expenses	1,061 84
Dividend of 10 per cent out of accumulated earnings to June 30, 1891, not declared at date of last report	15,000 00
Proceeds of 50 shares of stock	2,500 00
Interest on current balances which should have been omitted from P. and L. account	88 27
	20,655 10

Total surplus June 30, 1892	\$97,298 82
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Detailed Statement of Rentals.

Schenck estate, rent on leasehold	\$36 00
Ticks office and waiting room, E. N. Y. terminus	340 00
General offices of company at 346 Fulton street, Brooklyn, N. Y.	300 00
Total amount of rentals deducted from income	\$676 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$409 00	\$409 00
Passenger, all local	\$64,088 66		64,088 66
Tolls	828 14		828 14
Miscellaneous, as follows, viz.:			
Rest income account	6,925 00		6,925 00
Total gross earnings	\$71,841 80	\$409 00	\$72,250 80

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of track	\$799 85
Repairs of roadbed	365 65
Repairs of stations, shops, docks, etc.	628 46
Other expenses for maintenance of way and structures	46 06
Total	\$1,799 94

Maintenance of equipment:

Repairs of locomotives.....	\$1,416 66
Repairs of cars.....	2,112 01
Repairs of machinery and tools	36 26
Total	<u>\$3,564 93</u>

Conducting transportation:

Wages of conductors and men.....	\$3,615 28
Wages of engineers and firemen.....	4,088 65
Fuel for locomotives.....	5,876 28
Oil and waste.....	508 64
Water supply.....	908 80
Other train supplies or expenses.....	585 65
Wages of station agents and clerks.....	2,088 45
Station supplies.....	76 68
Wages of watchmen, flagmen and switchmen.....	1,611 68
Other expenses for conducting transportation.....	871 65
Cost of maintaining ferry over Jamaica Bay.....	10,888 21
Total.....	<u>\$30,088 06</u>

General expenses:

Salaries of general officers and clerks.....	\$3,410 21
General office expenses and supplies.....	380 70
Stationery and printing.....	2,781 61
Outside agencies and advertising.....	745 54
Electric lighting.....	609 48
Legal expenses.....	286 65
Police and care of parks.....	1,153 10
Maintenance of lands and buildings.....	1,187 56
Incidentals.....	487 12
Injuries to persons.....	1,890 00
Telephone service.....	194 70
Tickets sold of other companies (debit balance).....	512 92
Other general expenses	546 60
Total.....	<u>\$14,115 90</u>

Grand total operating expenses.....	<u>\$49,496 94</u>
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General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$358,333 08
Cost of equipment.....	70,441 19

Current assets, as follows, viz.:

Cash on hand.....	\$1,498 76
H. H. Adams and associates.....	2,159 18
D. C. Littlejohn.....	250 00
King's County Elevated Railway.....	1,067 84
Advances, Morrow contract.....	6,637 28
Rents due.....	2,128 40
Office furniture.....	189 75
	<u>13,951 21</u>
	<u>\$437,706 08</u>

LIABILITIES.

Capital stock.....	\$150,000 00
Funded debt.....	185,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$4,481 67
Open accounts, H. H. Adams & Co.....	975 53
	<u>5,457 20</u>
Profit and loss (surplus).....	97,298 88
	<u>\$437,706 08</u>

* Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried	519,000
Number of passengers carried one mile.....	2,480,088
Number of tons of freight carried	16,100
Number of tons of freight carried one mile.....	<u>33,989</u>

* Owing to short line of road and method by which a considerable part of fares are collected it is impossible to give fuller details in this table. The same remarks apply to train mileage, freight, etc.

Description of Road and Equipment.

TRACK.		Miles owned, all in N. Y. State.
Main line from East New York to Canarsie Landing, on Jamaica Bay, single track		3.5
Sidings and turnouts on main line		1.25
Grand total of tracks, sidings and turnouts		4.75
Laid with steel rail, main line		2.5
Laid with iron rail, main line		1
Average life of rails—iron, 10 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 55 lbs.; minimum, 50 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches. Ballasted with sand and coal ashes.		

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	\$6,000	20,000	3	3
First-class passenger cars	17	.....	.....	17	17
Flat freight cars	4	.....	.....	.....	.....
Total .....	.....	.....	.....	.....	.....

Eames' vacuum brakes and patent couplers on passenger cars. Patent tongue switch only in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroad crossing over or under grade (Fulton El. Ry.)	1

All important crossings are protected by flagmen during the busy summer season and at two most important crossings in winter; two crossings are protected by gate.

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by windows in side and in roof of closed cars, but most of cars are open cars for summer use only.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers .....	.....	.....	.....
Employees .....	.....	.....	.....
Others than passengers or employees	3	2	5
Total	3	2	5

Officers of the Company.

Name.	Title.	Official Address.
HENRY H. ADAMS	President.	346 Fulton street, Brooklyn, N. Y.
JOSEPH E. PALMER, JR.	Sec'y & Treasurer.	346 Fulton street, Brooklyn, N. Y.
FELIX CAMPBELL }	Executive Com.. }	Peoples' Trust Co., Brooklyn, N. Y.
JAMES JOURDAN }		342 Fulton street, Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
HENRY H. ADAMS	1475 Herkimer street, Brooklyn, N. Y.
JAMES JOURDAN	Staten Island, N. Y.
FELIX CAMPBELL	1315 Pacific street, Brooklyn, N. Y.
JAMES H. FROTHINGHAM	346 Fulton street, Brooklyn, N. Y.
LOUIS H. IRUM	215 Montague street, Brooklyn, N. Y.
HENRY J. ROBINSON	54 East 66th street, New York city.
THOMAS E. PEARSBALL	183 Montague street, Brooklyn, N. Y.

Title of company, Brooklyn and Rockaway Beach Railroad Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30, 1892.

Date of stockholders' annual meeting, June 23, 1892.

For information concerning this report address Jos. E. Palmer, Jr., Secretary and Treasurer.

BUFFALO, BRADFORD AND PITTSBURG.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter [consolidation], March 4, 1859.)

Buffalo and Bradford Railroad Company organized in Pennsylvania, March 14, 1856.
 Buffalo and Pittsburgh Railroad Company organized in New York, October 15, 1852.
 Consolidated by filing certificate of consolidation in Pennsylvania, February 26, 1859, in New York, March 4, 1859.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter.....	Unlimited.	*\$100
Issued for actual cash and on account of construction, and now outstanding	22,864	2,286,400
Number of stockholders.....		30

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage bonds.....	Jan. 1, 1865	31	p c. 7	Jan and July	\$2,000,000	\$580,000	\$580,000

Cost of Road.

Details of the original cost of this road are not obtainable. It was defrayed by the issue of bonds and stock of the two roads consolidating to the contractors for building their respective roads. The cost, therefore, is placed at the par value of such stock and bonds, with the addition of betterments put on since the Erie took possession. The road, however, is responsible for the following, viz.:

Capital stock	\$2,286,400 00
Bonds.....	580,000 00
Advances made for betterments	243,543 61

Total cost up to June 30, 1892..... \$3,109,943 61

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Passenger station at Bradford, Pa.....	\$394 08
Siding at Bradford, Pa.....	827 11
Siding near Lewis Run	464 98
	\$1,685 27

* Per share.

BUFFALO, BRADFORD AND PITTSBURG.

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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$3,109,943 61
LIABILITIES.	
Capital stock	\$2,286,400 00
Funded debt	580,000 00
<i>Current liabilities as follows, viz.:</i>	
Advances Erie Railway Company	\$108,554 40
Advances New York, Lake Erie and Western Railroad Company ...	189,979 21
	248,543 61
	<u>\$3,109,943 61</u>

Officers of the Company.

Name.	Title.	Official Address.
J. LOWBER WELSH	President	Philadelphia, Pa.
A. R. McDONOUGH	Secretary	21 Cortlandt St., New York city.
EDWARD WHITE	Treasurer	21 Cortlandt St., New York city.

Directors of the Company.

Name.	Residence.
J. LOWBER WELSH	Philadelphia, Pa.
W. A. MAY	Scranton, Pa.
DAVID H. JACK	Bradford, Pa.
ABRAHAM K. JOHNSON	Bradford, Pa.
JOHN KING	New York city.
E. B. THOMAS	New York city.
A. R. McDONOUGH	New York city.

Title of Company, Buffalo, Bradford and Pittsburg Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in June.

For information concerning this report address A. R. McDonough, P. O. box 889, New York city.

BUFFALO CREEK.

LESSOR.

LESSEES—NEW YORK, LAKE ERIE AND WESTERN AND LEHIGH VALLEY RAILROAD COMPANIES.

(Date of charter, January 25, 1869.)

On the thirty-first day of December, 1890, the road of this company was leased to the above named companies.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.	2,500	\$250,000	\$250,000

Number of stockholders

11

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Jan. 1, 1882	35	p.c. 6	Jan. & July..	\$250,000	\$250,000	\$250,000
Second mortgage...	Jan. 1, 1891	50	5	Jan. & July..	*1,000,000	+166,000	.....
Total.....					\$1,000,000	\$416,000	\$250,000

Cost of Road and Equipment.

	Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$62,960 68
Bridges.....		132,818 26
Rails.....		218,346 67
Land.....		78,245 47
Engine and car-houses.....		1,737 16
Fuel and water stations.....		4,010 40
Engineering expenses.....		7,759 68
Telegraph line.....		614 24
Extending ship canal.....		57,841 78
Shore protection (Lake Erie).....		42,699 01
Total cost of road.....		\$606,553 23
EQUIPMENT.		
Locomotives.....		59,297 01
Grand total cost of road and equipment.....		\$665,850 24

Income Account for Year Ending June 30, 1892.

<i>Income from all sources as follows, viz.:</i>		
Rental	\$41,300 00	
Exchange of land	1,500 00	
		\$42,800 00
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$23,300 00	
General expenses.....	584 26	
		23,884 26
Net income from all sources		\$18,915 74
<i>Payments from net income as follows, viz.:</i>		
Dividends declared, seven per cent on \$250,000 common stock.....		17,500 00
Surplus for year ending June 30, 1892.....		\$1,415 74

General Income Account.

Surplus for year ending June 30, 1892.....	\$1,415 74
Surplus up to June 30, 1891	10,053 37
Total surplus June 30, 1892.....	\$11,469 11

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$606,553 23
Cost of equipment		59,297 01
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$2,171 75	
Open accounts.....	9,447 12	
		11,618 87
		\$677,469 11

* The last authorized issue of \$1,000,000 bonds will cover the \$250,000 first issue when they become due, so that the total amount authorized will stand at \$1,000,000.

+ The last amount of \$166,000 was given in equal proportions to the lessees, namely, \$83,000 to the Lehigh Valley Railroad Company and \$83,000 to the New York, Lake Erie and Western Railroad Company, who are also owners of the capital stock. This amount represents money used in construction in excess of capitalization.

BUFFALO CREEK.

135

LIABILITIES.	
Capital stock	\$350,000 00
Funded debt.....	416,000 00
Profit and loss (surplus).....	11,469 11
	<u>\$677,469 11</u>

Officers of the Company.

Name.	Title.	Official Address.
F. L. DANFORTH.....	President.....	Buffalo, N. Y.
WILLIAM H. SAYRE.....	Secretary and Treasurer.....	South Bethlehem, Pa.

Directors of the Company.

Name.	Residence.
F. L. DANFORTH.....	Buffalo, N. Y.
JOHN KING	New York city.
WILLIAM LUBREY	New York city.
JOHN J. MCCULLOUGH.....	New York city.
WILLIAM STEVENSON.....	Sayre, Pa.
WILLIAM H. SAYRE.....	South Bethlehem, Pa.
JOHN B. GARRETT.....	Philadelphia, Pa.

Title of company. The Buffalo Creek Railroad Company.
General offices at South Bethlehem, Pa.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address William H. Sayre, Secretary and Treasurer.

BUFFALO CREEK TRANSFER.

(Date of charter, June 23, 1881.)

Capital Stock.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter.....	500	\$50,000

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast, bridges, superstructure (including ties).....	\$4,000 00
Rails, land, land damages and fences	46,000 00
Total cost of road	<u>\$50,000 00</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$50,000 00
Current assets, as follows, viz.:	
Cash on hand	\$69 55
Materials and supplies	130 45
	<u>200 00</u>
	<u>\$50,200 00</u>

LIABILITIES.

Capital stock	\$5,000 00
Unfunded debt, being mortgage on real estate.....	45,200 00
	<u>\$50,200 00</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road.		Miles owned, all in N. Y. State.
TRACK.		
Main line, all within the city of Buffalo, single track.....		1.10
Sidings and turnouts on main line.....		.50
Grand total of tracks, sidings and turnouts		1.60
Laid with steel rail, main line.....		1.10
Weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8 $\frac{1}{2}$ inches; ballasted with gravel.		

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State
Cost of real estate now held by company, exclusive of that used in operation...	\$46,000 00

Officers of the Company.

Name.	Title.	Official Address.
HORACE A. NOBLE.....	President.....	257 Washington St., Buffalo, N. Y.
JOHN R. WILLIAMS.....	Treasurer.....	257 Washington St., Buffalo, N. Y.
FRANK F. WILLIAMS.....	Secretary	Austin Building, Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
HORACE A. NOBLE.....	Buffalo, N. Y.
JOHN R. WILLIAMS.....	Buffalo, N. Y.
ROBERT H. WILLIAMS.....	Oak Ridge, Pa.
FRANK C. FERGUSON.....	Buffalo, N. Y.
FRANK F. WILLIAMS.....	Buffalo, N. Y.
JOHN L. WILLIAMS.....	Buffalo, N. Y.
ARTHUR H. WILLIAMS.....	Buffalo, N. Y.

Title of company, Buffalo Creek Transfer Railroad Company.

General offices at room 67, No 257 Washington street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Monday in June.

For information concerning this report, address H. A. Noble, room 67, Coal and Iron Exchange, Buffalo, N. Y.

BUFFALO ERIE BASIN.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

(Date of charter, July 8, 1876.)

No regular or ordinary transportation business has been done upon this road for which a rate of freight has been charged or paid or schedule trains run. The road is a branch from a connection with the track of the New York Central and Hudson River railroad, extending one-fourth mile to and upon the Erie basin dock or wharf, and the property in cars passing over it bring only that which the New York Central and Hudson River railroad or the Canada Southern railroad have received from or delivered to the wharf that the road lies upon, and the compensation to this company has been included in wharfage or rents paid for buildings and wharf, and in the business gained by connection through the short piece of road with other railroads, to enable them to receive and deliver freight to and from lake and canal boats at the wharf, instead of having to transfer it by teams or cartage.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	300	\$30,000 00	.....
Issued for actual cash, and now outstanding.....	.....	13,503 19	\$13,503 19

Number of stockholders 13

Cost of Road.

	Total cost up to June 30, 1882.
Grading, masonry and ballast.....	\$10,003 19
Bridges	3,500 00
Total cost of road.....	\$13,503 19

Officers of the Company.

Name.	Title.	Official Address.
J. TILLINGHAST.....	Secretary and Treasurer	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
J. TILLINGHAST.....	Buffalo, N. Y.
C. VANDERBILT.....	New York city.
W. K. VANDERBILT.....	New York city.
F. W. VANDERBILT.....	New York city.
S. P. BARGER.....	New York city.
E. D. WORCESTER.....	New York city.
C. C. CLARKE.....	New York city.
C. M. DEFEW.....	New York city.
J. M. TOUCHEY.....	New York city.

Title of company, Buffalo Erie Basin Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address J Tillinghast, Buffalo, N. Y.

BUFFALO, NEW YORK AND ERIE.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 20, 1857.)

The Buffalo, New York and Erie Railroad Company was organized in the year 1857, under the Laws of the State of New York, for the purpose of constructing, completing, maintaining and operating a railroad from the city of Buffalo, in the county of Erie, to the village of Corning, in the county of Steuben, State of New York. On or about February 27, 1863, the railroad and certain property appurtenant thereto were leased by the Erie Railway Company for the period of 490 years from the first day of May, 1863, for an annual rent of \$233,100; the lessee company further covenanting to pay the taxes and assessments imposed on the demised premises and property. The agreement of lease was duly recorded in the offices of the clerks of the counties along the line of the railroad.

The Erie Railway Company operated the demised property of the Buffalo, New York and Erie Railroad Company during the appointment, on or about the 16th day of May, 1875, of a receiver of the said Erie Railway Company, under foreclosure proceedings instituted against that company. Subsequently, and in the year 1878, all the property and franchises of the Erie Railway Company were sold under a decree of the Supreme Court of the State of New York, on foreclosure of a mortgage on said property, to the New York, Lake Erie and Western Railroad Company. The said New York, Lake Erie and Western Railroad Company thus succeeded to the rights of the Erie Railway Company under the agreement of lease of February 27, 1863, and is now operating the property leased by the Buffalo, New York and Erie Railroad Company.

On April 15, 1874, an agreement in writing was made between the Erie Railway Company and the Buffalo, New York and Erie Railroad Company, by which the terms of the lease of February 27, 1863, were in certain respects modified. The modifications agreed to relate to a proposed increase of the bonded indebtedness, and to the mode of payment of the rental moneys reserved under the lease; in other respects the original lease remains in full force and effect. The agreement in modification of the lease is recorded in the offices of the clerks of the counties along the line of the Buffalo, New York and Erie Railroad Company.

The corporate management of the Buffalo, New York and Erie Railroad Company is vested in a board of thirteen directors, who have a president, secretary and treasurer duly elected by them. The company has an office in the city of New York at No. 116 Broadway, and one in the city of Buffalo. Reference to the report of the New York, Lake Erie and Western Railroad Company, lessee, should show statements of earnings, expenses, repairs, transportation incidents, accidents, etc., etc.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	15,000	\$1,500,000
Issued for actual cash and now outstanding.....	9,500	950,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
Renewal of first mortgage bonds..	June 1, 1876	40	p.c. 7	June 1 & Dec. 1	\$2,380,000	\$2,380,000	\$2,380,000

Cost of Road and Equipment.

Grand total cost of road and equipment up to June 30, 1892..... \$3,330,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Amount received as rental from lessee..... \$238,100 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued..... 166,600 00

Net income from all sources..... \$71,500 00

Payments from net income, as follows, viz.:

Dividends declared, 7 per cent..... \$66,500 00

Organization expenses..... 5,000 00

71,500 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road..... \$3,330,000 00

Other permanent investments as follows, viz.:

Stock of other companies..... { \$400 00
1,200 00

1,600 00

Current assets as follows, viz.:

Cash on hand..... 49,314 40

\$3,380,914 40

LIABILITIES.

Capital stock..... \$950,000 00

Funded debt..... 2,380,000 00

Current liabilities as follows, viz.:

Dividends unpaid..... 397 50

Bonds, old Corning road, not exchanged..... 1,800 00

Unavailable assets..... 400 00

Profit and loss (surplus)..... 48,316 90

\$3,380,914 40

Officers of the Company.

Name.	Title.	Official Address.
DANIEL N. LOCKWOOD....	President.....	Buffalo, N. Y.
* JOHN CLINTON GRAY....	Secretary and Treasurer.....	115 Broadway, New York city.

Directors of the Company.

Name.	Residence.
THOMAS BROWN, JR.....	Scottsville, N. Y.
D N LOCKWOOD.....	Buffalo, N. Y.
HENRY H COOK.....	New York city.
JOHN A C GRAY.....	New York city.
C H DANIELS.....	New York city.
AUGUSTUS FRANK.....	Warsaw, N. Y.
SAMUEL W. MILBANK.....	New York city.
HENRY MARTIN.....	Buffalo, N. Y.
FRANK S. COIT.....	Buffalo, N. Y.
WILLIAM H. WILLIS.....	New York city.
SCOTT FOSTER.....	New York city.
GEORGE P. SAWYER.....	Buffalo, N. Y.
JOHN CLINTON GRAY.....	New York city.

Title of company, Buffalo, New York and Erie Railroad Company.
General offices at 115 Broadway, New York city, and Buffalo, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in August.
For information concerning this report, address John Clinton Gray, Secretary, 115 Broadway, New York city.

BUFFALO, ROCHESTER AND PITTSBURG RAILWAY COMPANY.

(Date of charter, March 11, 1887.)

The articles of association of the Buffalo, Rochester and Pittsburg Railway Company were filed in the office of the Secretary of State of the State of New York, at Albany, on the above date.

The purpose of its incorporation is to maintain and operate the consolidated railroads of the Buffalo, Rochester and Pittsburg Railroad Company of the State of New York and the Pittsburg and State Line Railroad Company of the State of Pennsylvania. The latter companies acquired the property and franchise of the Rochester and Pittsburg Railroad Company at a sale thereof pursuant to a judgment of the Supreme Court of the State of New York, sitting in Monroe county, bearing date June 20, 1885.

The company owns all the stock, and leased the following proprietary roads under chapter 218, Laws of 1889, State of New York; their operations, statistics, etc., are herein included viz.:

The Perry railroad. The Lincoln Park and Charlotte railroad.
A certificate of practical merger of the above two roads was filed at Albany December 5, 1889.
The East Buffalo Terminal railway.

The above are all located wholly within the State of New York.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter, issued for consolidation and now outstanding.....	60,000	\$6,000,000	60,000	\$6,000,000
Grand total of common and preferred stock now outstanding.....				\$12,000,000
Number of stockholders				262

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on am't outstanding.
			Rate.	When payable.			
First mort. bonds...	Feb., 1881	40	p.c.	Feb. & Aug	\$1,800,000	\$1,800,000	+
Income mort. bonds	Feb., 1881	40	6	Feb. & Aug.	1,870,000	1,870,000	+
First mort. con. b'ds	Dec., 1882	40	6	*Dec. & June	6,500,000	3,320,000	.....
General mort. b'ds	Sept., 1887	50	5	Sept. & Mar.	10,000,000	2,971,000	\$2,931,000
Car Trust, ser. No. 2	April, 1889	11 1/2-12	7	April & Oct.	497,000	50,000	50,000
Car Trust, ser. No. 4	Jan., 1884	9	7	Jan. & July	104,000	28,000	28,000
Car Trust, ser. No. 5	Nov., 1886	9	6	Nov. & May	193,000	33,000	33,000
Car Trust, ser. No. 7	June, 1890	10 1-12	5	June & Dec.	225,000	200,000	200,000
Car Trust, ser. No. 8	1891	6 1-12	5	.....	117,000	97,000	97,000
Car Trust, ser. No. 9	1891	5 1-12	6	.....	135,000	135,000	135,000
Real estate mort....	Var. dates	....	5	Various dates	292,500	292,500	292,500
Perry railroad	June, 1882	20	7	June & Dec.	20,000	20,000	20,000
Lincoln Park and Charlotte railroad	Jan., 1889	50	5	Jan. & July	350,000	350,000	350,000
						\$11,266,500	
Less income mortgage bonds held by trustee					\$1,862,000		
First consol. mortgage bonds deposited with trustee to redeem outstanding income bonds					4,000		
						1,866,000	
Total						\$9,400,500	

* If earned.

† Issued in exchange for other securities in the reorganization

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$7,336 68	\$170,901 01
Bridges	5,488 08	204,068 96
Superstructure (including ties)	11,460 28	115,495 60
Rails	18,788 98	185,926 41
Land	9,619 87	839,520 75
Fences	143 58	13,075 35
Passenger and freight stations	834 98	27,249 00
Engine and car houses	4,972 68	12,399 23
Shops, machinery and tools	6,619 41	96,808 05
Fuel and water stations		10,806 68
Engineering expenses	82 88	7,420 15
Interest and discount charged to construction	50,000 00	190,606 77
Purchase of constructed road		14,681,356 49
Telegraph line		22,130 43
Wharfing	5,680 00	79,690 84
Branches		114,246 70
Miscellaneous		46,661 56
Total cost of road	\$120,335 73	\$16,751,237 95
EQUIPMENT.		
Locomotives	\$84,328 80	\$885,668 68
Passenger cars		111,098 47
Mail, baggage and express cars		21,300 00
Freight and other cars	149,619 70	2,855,437 63
Total cost of equipment	\$233,948 50	\$3,373,399 73
Grand total cost of road and equipment	\$354,184 22	\$20,124,637 68

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Machinery for Ganson street docks, Buffalo, N. Y.		\$5,680 00
Relaying track with 71-lbs. steel rail		7,005 47
Land purchased at Reading Junction and other points		9,619 87
Addition to shop at Lincoln Park, N. Y. &c		4,972 68
Machinery for shops at Lincoln Park and Bradford		6,019 41
Stations at Jewettville, N. Y., and Johnsonburg, Pa.		834 98
Discount on \$550,000 general mortgage bonds sold		50,000 00
Sidings and track extension		35,715 04
Semaphore at Barnards crossing		249 08
Changing channel of creek		339 19
		\$120,335 73
Equipment:		
Nine locomotives	\$84,328 80	
Three hundred and twenty-one freight cars, etc.	171,877 82	
	\$256,206 12	
Less cars wrecked and destroyed during the year, 69 freight cars, etc.	21,857 62	
		233,948 50
Total		\$354,184 22

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$2,808,363 09
Less operating expenses (excluding all taxes)		1,943,898 37
Net earnings from operation		\$864,464 72
Income from other sources as follows, viz.:		
Rents	\$2,593 02	
Interest on balances	27,196 56	
Accrued interest received from sale of car trusts and general mortgage bonds	10,773 63	
Grade crossing sold to Buffalo and Geneva railroad	12,000 00	
		52,553 21
Gross income from all sources		\$917,039 93

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$518,781 07	
Rentals	78,198 26	
Taxes on property used in operation of road.....	\$33,450 01	
Taxes on earnings and capital stock	19,446 04	
	<u>52,905 05</u>	
Interest on balances.....	28,709 65	
Extraordinary expenses and improvements	54,853 89	
		<u>\$728,445 45</u>
Net income from all sources		<u>\$198,594 48</u>

Payments from net income as follows, viz.:

Dividends declared 5 per cent on \$6,000,000, preferred stock*	150,000 00
Surplus for the year ending June 30, 1892	<u>\$48,594 48</u>

General Income Account.

Surplus for year ending June 30, 1892	\$48,594 48
Surplus up to June 30, 1891.....	94,516 86
Total surplus June 30, 1892	<u>\$138,111 34</u>

DETAILED STATEMENT OF RENTALS

New York, Lake Erie and Western Railroad Company, track between Howard Junction, Pa., and Clarion Junction, Pa., 36.23 miles	\$56,905 26
Rochester and Pittsburg Coal and Iron Company, 482 box cars, annual rental...	16,200 00
Total amount of rentals deducted from income.....	<u>\$73,195 26</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$1,726,748 28		
Freight, local.....	694,445 27		
		\$2,411,193 55	\$2,411,193 55
Passengers, through.....	\$13,895 64		
Passengers, local.....	344,498 37		
	\$358,394 01		358,394 01
Mail	19,955 88		19,955 88
Express.....	12,800 00		12,800 00
News privilege.....	499 92		499 92
Miscellaneous, as follows, viz.:			
Telegraph.....	\$764 73		
Sundry sources.....	1,632 44		
Track rental.....	3,613 06		
	1,322 25	4,687 98	6,010 23
Total gross earnings.....	\$392,471 56	\$2,415,881 53	\$2,808,353 09

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$12,485 78	\$44,090 52	\$56,576 30
Steel rails laid 2,266-888 tons, cost.....	\$13,989 76		
Iron rails laid, 14-721 tons, cost....	260 54		
Repairs of roadbed.....	81,268 30	113,982 09	145,195 99
Repairs of bridges (including culverts and cattle guards).....	13,984 95	49,583 02	63,567 97
Repairs of stations, shops, docks, etc.....	11,026 85	22,308 63	33,335 48
Repairs of fences.....	1,216 78	4,314 08	5,530 81
Other expenses for maintenance of way and structures	37 94	184 51	172 45
Total	\$69,965 60	\$234,363 40	\$304,329 00

* Commencing February 15, 1892.

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance and equipment :</i>			
Repairs of locomotives.....	\$36,658 25	\$178,152 47	\$214,805 72
Repairs of cars.....	19,244 26	231,546 41	250,790 67
Repairs of machinery and tools.....	5,188 63	18,378 32	23,566 95
Other expenses for maintenance and equipment.....	165 84	587 98	753 82
Total.....	\$61,246 98	\$428,065 18	\$489,312 16
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$27,530 66	\$175,832 00	\$203,362 66
Wages of engineers and firemen.....	24,393 23	175,336 18	199,729 41
Fuel for locomotives.....	10,871 81	108,610 27	119,482 08
Oil and waste.....	1,893 79	13,536 73	15,430 52
Water supply.....	2,033 08	7,308 19	9,341 27
Other train supplies or expenses.....	9,947 17	35,706 06	45,653 23
Wages of station agents and clerks.....	7,669 21	47,349 49	55,018 70
Wages for labor at stations.....	4,163 37	14,760 60	18,924 97
Station supplies.....	791 08	470 55	1,261 63
Wages of watchmen, flagmen and switchmen.....	19,109 99	137,037 32	156,147 31
Other expenses for conducting transportation.....	88,386 11	72,406 81	160,792 92
Total.....	\$146,288 50	\$738,224 75	\$884,513 25
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$22,032 82	\$36,247 35	\$58,280 17
General office expenses and supplies.....	835 07	2,960 71	3,795 78
Stationery and printing.....	3,556 36	13,018 35	16,574 71
Outside agencies and advertising.....	8,011 43	6,471 05	14,482 48
Legal expenses.....	2,261 49	8,018 02	10,279 51
Loss and damage of freight and baggage.....	30 50	1,965 96	1,996 46
Damage to cattle and property.....	194 50	1,992 95	2,187 45
Injuries to persons.....	4,384 45	3,391 58	7,776 03
Telegraph maintenance and operation.....	8,872 47	32,413 84	41,286 31
Other general expenses.....	2,487 11	8,817 93	11,305 04
Total.....	\$52,666 20	\$167,197 76	\$219,863 96
Grand total operating expenses.....	\$590,117 28	\$1,613,751 09	\$2,203,868 37

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$16,761,287 95
Cost of equipment.....		3,373,369 73
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies.....		1,008,670 50
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$32,394 44	
Bills receivable.....	455,019 25	
Due by agents.....	186,543 14	
Open accounts balance.....	36,229 51	
Materials and supplies.....	286,635 68	
Sundries.....	268 67	
		997,139 67
		<u>\$22,125,447 85</u>
LIABILITIES.		
Capital stock.....		\$12,000,000 00
Funded debt.....		9,400,500 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$106,865 22	
Audited vouchers and pay rolls.....	317,081 78	
Loans and bills payable.....	363,079 07	
Sundries, rentals due and accrued.....	210 46	
		586,836 51
Profit and loss (surplus).....		138,111 34
		<u>\$22,125,447 85</u>

BUFFALO, ROCHESTER AND PITTSBURG.

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Traffic and Mileage Statistics.

ITEM.	IN BOTH DIRECTIONS.		
	Through.	Local.	Total
Number of passengers carried.....	9,696	752,816	762,512
Number of passengers carried one mile.....	1,161,563	14,525,706	15,687,269
Number of tons of freight carried.....	1,968,144	870,322	2,844,466
Number of tons of freight carried one mile.....	329,377,384	76,869,451	406,646,835
Passenger train mileage.....	.....	.....	466,070
Freight train mileage.....	.....	.....	1,558,401
All other train mileage, switching, etc.....	.....	.....	1,016,870
To al train mileage.....	.....	.....	3,139,041

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings.....	\$392,471 56	\$330,117 38	\$62,354 38
Average per passenger carried.....	515	433	082
Average per passenger per mile.....	025	031	004
Average per passenger train per mile.....	842	708	134
Freight earnings and expenses (including miscellaneous earnings.....	2,415,881 53	1,613,751 09	802,130 44
Average per ton of freight carried.....	849	567	282
Average per ton of freight per mile.....	006	004	002
Average per freight train per mile.....	1.458	974	484

ITEM Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes.....	Cents. 1.79	Cents. 2.37	Cents. 2.28
Average rate received per mile per ton for carry- ing freight, all classes.....	.534	.896	.594

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line authorized from Rochester and Buffalo to Walston Mines, Pa.....	166.18	240.65	4.00	40.23	170.18	280.88
Total of branches or other roads, authorized.	12.02	23.58	.....	.....	12.02	23.58
Main line laid, single track.....	166.18	240.65	4.00	40.23	170.18	280.88
Branches or other roads, laid single track	12.02	23.58	.....	.....	12.02	23.58
Total single track	178.20	264.23	4.00	40.23	182.20	304.46
Sidings and turnouts on main line	52.74	82.34	.....	.....	52.74	82.34
Sidings and turnouts on branches or other roads	5.56	7.86	.....	.....	5.56	7.86
Total sidings and turnouts.....	58.30	89.70	.....	.....	58.30	89.70
Grand total of tracks, sidings and turnouts...	236.50	353.93	.....	.....	240.50	394.16
Laid with steel rail, main line.....	166.18	240.65	4.00	40.23	170.18	280.88
Laid with steel rail, branches or other roads..	12.02	23.58	.....	.....	12.02	23.58

REPORT OF THE RAILROAD COMMISSIONERS.

Average life of rails—steel, 12 years; iron, 7 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 71 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OF ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
<i>Proprietary roads:</i>						
Perry Railroad.....	Silver Lk. Junc., N.Y.	Silver Springs, N. Y.	1.08	1.08	1.08	1.08
East Buffalo Terminal Ry.	Buffalo, N. Y.	Buffalo, N. Y.	10	10	10	10
Lincoln Pk. & Charlotte R.R.	Lincoln Park, N. Y.	Charlotte, N. Y.	10.89	10.89	10.89	10.89
<i>Branches:</i>						
Beechtree Mine	Beechtree Junc., Pa.	Beechtree Mine, Pa.	.....	4.04	4.04	4.04
Eleanora Mine	Big Run, Pa.	Eleanora Mine, Pa.	.....	4.94	4.94	4.94
Adrian Mine	Elk Run Junc., Pa.	Adrian Mine, Pa.	.....	2.58	2.58	2.58
<i>Operated under trackage rights:</i>						
Buffalo Creek Railroad	Buffalo, N. Y.	Buffalo Creek, N. Y.	4.00	4.00	.....	4.00
N. Y., Lk. Erie & West. R.R.	Howard Junc., Pa.	Clarion Junc., Pa.	.....	36.23	.....	36.23

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges	32	3,490	64	5,688
Wooden bridges .....	.....	.....	1	44
Wooden trestles	102	22,563	122	28,245
Total	134	26,053	187	33,977

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers...	50	.....	50	\$7,857 93	121,000	10	30	.....
Locomotives, 6 drivers...	37	.....	37	9,283 94	100,000	10	51	.....
Locomotives, 4 drivers...	20	.....	20	7,227 11	94,000	10	20	.....
Total	107	.....	107	.....	.....	.....	91	.....
First-class passenger cars	20	.....	20	\$3,252 63	45,000	15	20	20
Second-class passenger cars	15	.....	15	3,200 00	45,000	15	15	15
Baggage, mail & ex. cars	11	.....	11	1,800 00	34,000	15	11	11
Total	46	.....	46	.....	.....	.....	46	46
Box freight cars	1,465	492	1,957	\$512 80	32,000	12	.....	467
Stock freight cars	10	.....	10	400 00	20,740	12	.....	.....
Coal freight cars	3,954	.....	3,954	346 47	31,000	12	.....	920
Flat freight cars	188	.....	188	319 41	18,000	15	.....	.....
Caboose, 4-wheel cars...	10	.....	10	550 00	16,900	12	.....	.....
Caboose, 8-wheel cars...	50	.....	50	825 00	26,900	12	.....	.....
Service cars	151	.....	151	30-15,000 00	.....	15	2	2
Total	5,828	492	6,320	.....	.....	.....	2	1,389

* Train and engine.

Passenger cars, Westinghouse air brake and Miller coupler. Freight cars—292 Gould couplers; 5 Fox couplers; 550 Mills couplers; 176 Dowling couplers; 9 Buckeye couplers; 10 Thurmond couplers; 238 Hinson couplers; 107 Trojan couplers. Split switches on main line and stub switches on sidings.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	177.88	253.10
Total assessed value of real estate and personal property of company.....	\$2,239,864	\$2,243,854
Length of steel rails laid during year in repairs, miles.....	21	43
Length of iron rails laid during year in repairs, miles.....	30	36
Railroads crossing road at grade.....	6	10
Railroads crossing road over or under grade.....	8	10
Highway crossings at grade without protection.....	208	261
Highway crossings at grade protected by gates or flagmen.....	12	14
Highway crossings over or under grade.....	13	15
Overhead obstructions less than twenty feet above track.....	12	13

Passenger cars are heated by steam from engine, stoves and Baker heater; lighted by oil lamps; and ventilated by windows, doors and ventilators in clear story.

The American Express Company runs over the line; paying one and one-half first-class rates, except in a few instances agreed upon, and guaranteeing a fixed minimum for the year.

For transportation of mail the government pays a specified rate per mile per annum, based on the average weight of mails carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	11,386	4
Grain.....	84,461	1.21
Meats and provisions.....	17,072	6
Live stock.....	3,636	13
Lumber.....	166,027	5.84
Pig and bar iron and steel.....	10,140	36
Iron or other ores.....	2,083	07
Coal and coke.....	2,061,141	73.15
Petroleum and other oils.....	99,156	3.49
Manufactures.....	294,092	8.23
All other merchandise.....	19,506	06
All other agricultural products.....	10,551	37
All other articles not included above.....	155,189	5.46
Total.....	2,844,466	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	5	1	6
Employees.....	297	6	303
Others.....	25	5	30
Total.....	327	12	339

EMPLOYEES.

Average number of persons employed (including officials) during year..... 1,954
Aggregate amount of salaries and wages paid them..... \$1,249,630 83

Officers of the Company.

Name.	Title.	Official Address.
ARTHUR G. YATES.....	President.....	Rochester, N. Y.
GEORGE E. MERCHANT.....	Assistant to President.....	Rochester, N. Y.
JOHN H. HOGART.....	Secretary and Asst. Treasurer.....	36 Wall st., New York, N. Y.
JOHN F. DINKY.....	Auditor and Treasurer.....	Rochester, N. Y.
WILLIAM E. HOTT.....	Chief Engineer.....	Rochester, N. Y.
HENRY G. DANFORTH.....	Attorney.....	Rochester, N. Y.
CHAS. H. MCCAULEY.....	Solicitor.....	Ridgway, Pa.
GEO. W. BARTLETT.....	General Superintendent.....	Bradford, Pa.
ROBT. W. DAVIS.....	General Freight Agent.....	Rochester, N. Y.
EDWARD C. LAPEY.....	General Passenger Agent.....	Rochester, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
FREDERICK A. BELL	Buffalo, N. Y.
WILSON S. BISSELL	Buffalo, N. Y.
Geo. H. LEWIS	Buffalo, N. Y.
FREDERICK A. BROWN	20 Nassau street, New York city.
WALTON H. BROWN	20 Nassau street, New York city.
EDWARD N. GIBBS	Norwich, Conn.
R. M. GUMMERE	South Bethlehem, Pa.
WARREN A. WILBUR	South Bethlehem, Pa.
ADRIAN ISKELIN, Jr.	36 Wall street, New York city.
W. EMLEY ROOSEVELT	33 Wall street, New York city.
J. KENNEDY TOP	45 Wall street, New York city.
WHEELER H. PROKHAM	80 Broadway, New York city.
ARTHUR G. YATES	Rochester, N. Y.

Title of company, Buffalo, Rochester and Pittsburg Railway Co.
 General offices at Rochester, N. Y., and 36 Wall street, New York city.
 Date of close of fiscal year, June 30th.
 Date of stockholders' annual meeting, third Monday in November.
 For information concerning this report address John F. Dinkey, Auditor and Treasurer,
 Rochester, N. Y.

BUFFALO AND SOUTH-WESTERN.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, December 11, 1877.)

Leased to the New York, Lake Erie and Western Railroad Company August 1, 1880.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter.....	4,719	\$471,900 00	4,719	\$471,900 00	.....
Issued for actual cash and now outstanding	4,718 $\frac{1}{2}$	471,833 33	4,718 $\frac{1}{2}$	471,833 33	\$343,666 66

Grand total of common and preferred stock now outstanding \$343,666 66
 Number of stockholders..... 33

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Dec. 17, 1877	30	p.c. *6	Jan. 1, July 1	\$1,500,000	\$1,800,000	\$1,500,000

* Gold.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	\$2,126 00
Bridges .....	.....	5,216 77
Superstructure (including ties and rails) .....	.....	178,236 16
Land, land damages and fences	\$366 61	9,054 86
Passenger and freight stations .....	.....	2,743 60
Engine and car houses, shops, machinery and tools .....	.....	2,214 88
Purchase of constructed road .....	.....	2,245,594 85
Total cost of road	\$366 61	\$2,446,815 87
EQUIPMENT.		
Locomotives .....	.....	\$30,644 23
Passenger, mail, baggage and express cars .....	.....	225 25
Freight and other cars .....	.....	81,953 70
Total cost of equipment .....	.....	\$32,568 18
Grand total cost of road and equipment	\$366 61	\$2,510,379 05

Income Account for Year Ending June 30, 1892.

Gross earnings from lease		\$143,933 81
Less corporation expenses (excluding all taxes)		4,984 48
Net earnings from lease		\$138,949 33
<i>Income from other sources as follows, viz.:</i>		
Interest on cash in bank		523 10
Gross income from all sources		\$139,531 43
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$90,000 00	
Taxes	1,155 98	
		91,155 98
Net income from all sources		\$48,375 45
<i>Payments from net income as follows, viz.:</i>		
Dividends declared, 9 per cent on \$471,833.33 preferred stock	\$49,465 00	
Dividends declared, 2 per cent on \$471,833.33 common stock	9,486 67	
		51,901 67
Deficit for year ending June 30, 1892		\$3,536 23

General Income Account.

Deficit for year ending June 30, 1892	\$3,536 23
Surplus to June 30, 1891	80,001 91
Total surplus June 30, 1892	\$76,475 69

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$2,446,815 87
Cost of equipment	32,568 18
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$19,374 53
Open accounts	60,554 77
	79,929 30
	\$2,590,306 35

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.	
Capital stock.....	\$943,666 66
Funded debt.....	1,500,000 00
<i>Current liabilities as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$46,551 00
Dividends unpaid.....	23,591 67
Sundries.....	23 88
Profit and loss (surplus)	70,166 00
	76,475 69
	<u>\$2,590,806 25</u>

Officers of the Company.

Name.	Title.	Official Address.
W. S. BISSELL	President	Buffalo, N. Y.
S. S. SPAULDING.....	Vice-President.....	Buffalo, N. Y.
F. T. MOULTON.....	Secretary and Treasurer.....	Buffalo, N. Y.
E. F. BIGONEY	Auditor	New York city.

Directors of the Company.

Name.	Residence.
W. S. BISSELL	Buffalo, N. Y.
E. G. SPAULDING.....	Buffalo, N. Y.
J. M. RICHMOND.....	Buffalo, N. Y.
W. H. H. NEWMAN.....	Buffalo, N. Y.
D. E. BAILEY	Buffalo, N. Y.
THOMAS HODGSON.....	Buffalo, N. Y.
DANIEL O'DAY	Buffalo, N. Y.
HENRY M. WATSON.....	Buffalo, N. Y.
S. S. SPAULDING.....	Buffalo, N. Y.
E. R. SPAULDING.....	Buffalo, N. Y.
A. D. BISSELL	Buffalo, N. Y.
R. KINGMAN.....	Battle Creek, Mich.
W. H. BARNES.....	Philadelphia, Pa.

Title of company. The Buffalo and Southwestern Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address F. T. Moulton, Secretary and Treasurer.

CAIRO.

LESSOR.

LESSEE — CATSKILL MOUNTAIN.

(Date of charter, April 10, 1884.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total per value.	
Authorized by law or charter.....	260	\$26,000	
Issued for actual cash and now outstanding	199	19,900	\$19,900

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage.....	May 1, 1886	30	P. C. 6	Nov. 1, May 1	\$26,000	\$26,000	\$23,500

Cost of Road and Equipment.

Total cost of road (as per report of 1886).....	\$38,478 70
Total cost of equipment (as per report of 1886).....	6,323 06
Grand total cost of road and equipment up to June 30, 1892.....	<u>\$44,710 76</u>

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rental to June 30, 1892.....	\$2,700 00
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Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$1,500 00
Taxes on earnings and capital stock.....	29 85
Insurance.....	9 00
	<u>1,538 85</u>

Net income from all sources.....	\$1,161 15
----------------------------------	------------

Payments from net income, as follows, viz.:

Dividends declared, 6 per cent on \$19,900 common stock.....	1,194 00
Deficit for year ending June 30, 1892.....	<u>\$23 85</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$38,478 70
Cost of equipment.....	6,323 06

Current assets, as follows, viz.:

Cash on hand.....	172 87
Due from Catskill Mountain Railway Company.....	1,900 00
	<u>\$40,083 13</u>

LIABILITIES.

Capital stock.....	\$19,900 00
Funded debt.....	26,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	250 00
Profit and loss (surplus).....	933 13
	<u>\$40,083 13</u>

Officers of the Company.

Name.	Title.	Official Address.
LEWIS WOLFE.....	President.....	Athens, N. Y.
CHAS. L. RICKERSON.....	Vice President.....	54 Harrison street, New York city.
FREDERICK HILL.....	Treasurer.....	Catskill, N. Y.
WM. J. HUGHES.....	Secretary.....	Catskill, N. Y.

Directors of the Company.

Name.	Residence.
A. VAN SANTVOORD.....	New York city.
C. T. VAN SANTVOORD.....	New York city.
G. M. EHYDER.....	West Hoboken, N. J.
CHAS. L. RICKERSON.....	Brooklyn, N. Y.
LEWIS WOLFE.....	Athens, N. Y.
JOHN SANDERSON.....	Catskill, N. Y.
F. G. WALTERS.....	Cairo, N. Y.
D. W. JENNINGS.....	Cairo, N. Y.
E. A. CHASE.....	Catskill, N. Y.
F. HILL.....	Catskill, N. Y.
C. L. BRACH.....	Catskill, N. Y.
CL. A. BRACH.....	Catskill, N. Y.
W. J. HUGHES.....	Catskill, N. Y.

Title of company, Cairo Railroad Company.

General offices at Catskill, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in April.

For information concerning this report, address W. J. Hughes, Secretary.

CAMPBELL HALL CONNECTING.

LESSOR.

OPERATED BY PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

(Date of charter, April 3, 1889.)

Organized under general railroad act of 1850, and amendments thereof.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	5,000	\$500,000	.....
Issued on account of construction and now outstanding.....	1,250	125,000	\$125,000

Number of stockholders..... 27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
*First mortgage	Aug. 1, 1889	50	p.c. 5	Feb. and Aug.	\$500,000	\$500,000	\$250,000

Cost of Road.

Total cost up to June 30, 1892.

Road built by contract \$375,000 00

Income Account for Year Ending June 30, 1892.

Rental, interest on bonds..... \$12,500 00

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road and equipment \$375,000 00

LIABILITIES.

Capital stock..... \$125,000 00

Funded debt..... 250,000 00

\$375,000 00

Officers of the Company.

Name.	Title.	Official Address.
J. C. STANTON.....	President.....	35 Broadway, New York city.
D. J. McNIECE.....	Secretary and Treasurer.	35 Broadway, New York city.

*Whole issue of bonds hypothecated for \$250,000 and interest.

Directors of the Company.

Name.	Residence.
J. C. STANTON.....	New York city.
G. H. STANTON.....	Brooklyn, N. Y.
D. J. MCNIBBS.....	New York city.
O. W. CHILDS.....	New York city.
D. O. DELL.....	New York city.
W. W. GIBBS.....	Philadelphia, Pa.
GEO. W. GREEN.....	Goshen, N. Y.
D. N. STANTON.....	Yonkers, N. Y.
THEOB. B. DEAN.....	Amawalk, N. Y.
GEO. W. MURRAY.....	Goshen, N. Y.
Wm. E. MCNIBBS.....	New York city.
S. G. PRIMROSE.....	Goshen, N. Y.
C. S. WARNER.....	Brooklyn, N. Y.

Title of company, Campbell Hall Connecting Railroad Company.

General offices at Philadelphia and New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in April.

For information concerning this report, address E. J. Fallon, Auditor, Philadelphia, Pa.

CANASTOTA NORTHERN.

LESSOR.

LESSEE — ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 24, 1886.)

This company was organized to construct a railroad commencing at a point in the village of Canastota, in the county of Madison, State of New York, as the southerly terminus, running thence in a northerly direction through the towns of Lenox, Madison county, and Verona, Vienna and Camden, Oneida county, and terminating at a point in the village of Camden, Oneida county, a distance of 20 73-100 miles.

The roads were completed in 1887 and leased to the Elmira, Cortland and Northern Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and now outstanding	2,000	\$300,000.00

Number of stockholders 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Cash realized on amount outstanding.
			Rate.	When payable.		
First mortgage	July 1, 1886	20	p. c. 6	Jan. 1, July 1	*\$300,000	\$300,000

* Issued on account of construction.

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road.

Road built by contract	\$500,000 00
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Income Account for Year Ending June 30, 1892.

<i>Income from all sources, as follows, viz.:</i>	
Rental from Elmira, Cortland and Northern Railroad Company.....	\$18,000 00
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	18,000 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$500,000 00
<i>Current assets, as follows, viz.:</i>	
Open accounts.....	9,000 00
	\$509,000 00
LIABILITIES.	
Capital stock.....	\$200,000 00
Funded debt.....	300,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	9,000 00
	\$509,000 00

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN.....	President.....	193 Broadway, New York city.
GEORGE S. EDGEELL.....	Vice-President.....	193 Broadway, New York city.
MYRON A. SMITH.....	Secretary and Treasurer...	Elmira, N. Y.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN.....	New York city.
GEORGE S. EDGEELL.....	New York city.
GEORGE M. DIVEN.....	Elmira, N. Y.
MYRON A. SMITH.....	Elmira, N. Y.
FRED. M. WILSON.....	Elmira, N. Y.
CHARLES W. WILLIAMS.....	Elmira, N. Y.
BENJAMIN O. SOUDDER.....	Elmira, N. Y.
BERT N. POWELL.....	Elmira, N. Y.
ISAAC S. MARSHALL.....	Elmira, N. Y.
ALBERT ALLEN.....	Cortland, N. Y.
FRANK E. TIBBETTS.....	Ithaca, N. Y.
GEORGE S. SADLER.....	Canastota, N. Y.
ABRAM T. VAN VALKENBURGH.....	Canastota, N. Y.

Title of company, The Canastota Northern Railroad Company.
 General office at, Elmira, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders annual meeting, fourth Monday in March.
 For information concerning this report, address M. A. Smith, Secretary.

CARTHAGE AND ADIRONDACK.

(Date of charter, March 28, 1883.)

This company was organized under the general railroads act of April 2, 1880, by articles of association signed March 27, 1883, and filed in the office of Secretary of State March 28, 1883. Construction of its railroad was begun at once and about \$15,000 was expended by the contractor in grading, masonry, land, land damages, engineering expenses, etc., when work was suspended. Construction was resumed in May, 1883, and the road was completed and opened for traffic January 1, 1887, from Carthage to Jayville, N. Y. Construction on an extension known as the Little River extension was commenced June, 1887, from Jayville eastward to the Little River iron ore beds, a distance of 13.25 miles. This extension was opened for traffic to Oswegatchie, 10 miles from Jayville, in February, 1889, and to Little River iron ore beds, now known as Benson Mines, August 23, 1889.

CARTHAGE AND ADIRONDACK.

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Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash.....	4,300	\$430,000	\$430,000
Issued on account of construction	700	70,000	.....
Total now outstanding.....	5,000	\$500,000	\$430,000

Number of stockholders 27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
1st mortgage	May 1, 1888	40	p.c.	May 1 & Nov. 1	\$300,000	\$300,000	\$743,700
2d mortgage.....	Feb. 1, 1890	35	6	Feb. 1 & Aug. 1	300,000	153,000	79,500
Total					\$1,600,000	\$953,000	\$830,200

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$730 47	\$306,336 26
Bridges.....	.....	15,779 66
Superstructure (including ties).....	778 01	22,437 89
Rails.....	2,133 63	65,431 08
Land damages.....	15 27	1,376 65
Passenger and freight stations .....	.....	2,543 57
Engine and car houses.....	.....	1,359 73
Shops, machinery and tools.....	5 58	300 72
Fuel and water stations.....	2,413 28	3,898 73
Engineering expenses.....	73 46	7,743 34
Interest and discount charged to construction	\$4,135 00	142,498 60
Road built by contract.....	*2,467 65	1,086,158 08
Telegraph line .....	.....	1,496 52
Incidentals.....	155 00	6,618 43
Total cost of road.....	\$38,061 05	\$1,515,844 07
+ EQUIPMENT		
Locomotives.....	.....	\$4,099 60
Passenger cars.....	.....	5,900 46
Mail, baggage and express cars.....	.....	1,180 10
Freight and other cars	\$505 83	10,315 35
Total cost of equipment	\$505 83	\$21,495 51
Total cost of road and equipment.....	\$38,566 88	\$1,537,339 58

* Credit. † Two locomotives, ten box cars and thirty flat cars furnished by contractor.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading at Carthage, Oswegatchie and Benson Mines.....	\$760 47
Switches at Carthage, \$189.88; angle-bars, bolts and spikes, \$149.80.....	300 38
Switches at Benson Mines, \$159.59; angle-bars, bolts and spikes, \$149.80.....	300 39
Angle-bars, bolts and spikes at Oswegatchie, \$78.50; on hand, \$85.74.....	159 74
Branch at Carthage, \$898.80; Oswegatchie, \$410; Benson Mines' yard, \$889.88....	2,188 68
Right of way in town of Pitcairn, \$11.50; recording deeds, etc., \$3.77.....	15 27
Shop at Carthage.....	5 88
Water house at Diana, \$680; Jayville, \$1,563.15; Benson Mines, \$38.....	2,271 15
Coal shed at Carthage.....	148 13
Expenses running lines preparatory to straightening line.....	73 46
Discount on bonds sold on account of construction.....	94,185 00
Changing creek near National Bridge.....	50 00
Land purchased for the purpose of changing Twin Lake highway, \$50; and putting same in good order, \$55.....	105 00
Air brakes on flat cars, \$583.38; less loss on freight cars, \$32.45.....	506 88
	<hr/>
	\$91,044 53
Less credit to "road built by contract".....	2,437 65
	<hr/>
	\$88,586 88

Income Account for Year Ending June 30, 1893.

Gross earnings from operation.....	\$123,394 37
Less operating expenses (excluding all taxes).....	73,951 13
Gross income from all sources.....	\$49,373 24
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$55,875 00
Taxes on property used in operation of road.....	4,961 44
Taxes on earnings and capital stock.....	536 35
Taxes other than above.....	308 90
Interest on floating debt.....	5,698 68
	<hr/>
	67,368 37

Deficit for year ending June 30, 1893.....\$18,990 13

General Income Account.

Deficit for year ending June 30, 1893.....	\$18,990 13
Deficit up to June 30, 1891.....	96,589 84
	<hr/>
	\$117,519 97
Credit profit and loss, air brakes.....	586 28
	<hr/>
	\$116,981 69
Charge profit and loss, unclaimed wages.....	66 41
Charge profit and loss, depreciation of flat cars destroyed.....	
	<hr/>
Total deficit June 30, 1893.....	\$117,048 10

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$96,575 80	\$96,575 80
Passengers, all local.....	\$32,669 86		32,669 86
Mail.....	1,473 11		1,473 11
Express.....	676 48		676 48
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	\$506 12	190 52	506 12
News agency.....	25 00	25 00	25 00
Total gross earnings.....	\$35,042 97	\$97,181 40	\$132,224 37

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed and track.....	\$11,179 69	\$17,133 32	\$28,306 01
Repairs of bridges (including culverts and cattle guards).....	94	86	60
Repairs of stations, shops, docks, etc.....	73 69	111 33	184 02
Repairs of fences.....	38 11	50 70	88 81
Other expenses for maintenance of way and structures.....	686 99	1,066 08	1,752 01
Total.....	\$11,961 72	\$18,361 73	\$30,323 45

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$3,081 68	\$3,111 74	\$5,143 87
Repairs of cars.....	581 96	2,419 86	3,000 08
Total.....	\$3,612 89	\$5,581 10	\$8,143 99
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$1,533 77	\$3,349 19	\$3,882 96
Wages of engineers and firemen.....	1,488 44	2,379 75	3,768 19
Fuel for locomotives.....	4,073 85	6,389 70	10,513 55
Oil and waste.....	142 75	318 64	861 80
Water supply.....	217 25	382 75	550 00
Other train supplies or expenses.....	160 18	945 35	405 53
Wages of station agents and clerks.....	1,211 78	1,866 01	3,067 79
Station supplies.....	85 09	130 32	215 41
Wages of watchmen, flagmen and switchmen.....	154 05	235 95	390 00
Other expenses for conducting transportation.....	30 44	31 31	51 75
Total.....	\$9,087 60	\$13,918 97	\$28,006 87
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$2,808 45	\$4,301 55	\$7,110 00
General office expenses and supplies.....	945 32	375 59	690 81
Stationery and printing.....	168 13	948 33	410 46
Outside agency and advertising.....	18 82	21 18	85 00
Legal expenses.....	347 57	532 36	879 93
Loss and damage of freight and baggage.....	10 60	16 34	26 94
Damage to cattle and property.....	12 64	19 36	32 00
Injuries to persons.....	15 01	22 99	38 00
Telegraph maintenance and operation.....	290 86	444 72	735 08
Mileage, of cars of other companies (debit balance).....	988 51	1,513 74	2,502 05
Other general expenses.....	30 40	46 55	76 95
Total.....	\$4,924 51	\$7,542 61	\$12,467 12
Grand total operating expenses.....	\$28,006 72	\$45,344 41	\$73,951 13

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$1,515,944 07
Cost of equipment.....	21,426 51
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	45,910 40
Due by agents.....	2,879 21
Open accounts.....	850 86
Materials and supplies.....	898 73
Sundries.....	618 91
Profit and loss (deficiency).....	117,048 10
	<u>\$1,705,475 78</u>
LIABILITIES.	
Capital stock.....	\$500,000 00
Funded debt.....	968,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	946,185 00
Audited vouchers and pay rolls.....	5,778 97
Open accounts.....	511 81
	<u>\$1,705,475 78</u>

Traffic and Mileage Statistics.

	ITEM.	All local.
Number of passengers carried.....		41,370
Number of passengers carried one mile.....		722,477
Number of tons of freight carried.....		133,696
Number of tons of freight carried one mile.....		4,044,572
Passenger train mileage.....		21,605
Freight train mileage.....		26,968
All other train mileage.....		16,679
Total train mileage.....		<u>65,252</u>

Traffic and Mileage Statistics—(Continued).

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$35,042 97	\$38,606 72	\$3,563 75
Average per passenger carried.....	6053	6914	0861
Average per passenger per mile.....	033	0366	0046
Average per passenger train per mile.....	9716	1.1099	1893
Freight earnings and expenses (including miscellaneous earnings).....	97,181 40	45,344 41	Profit. 51,836 99
Average per ton of freight carried.....	7369	3893	3977
Average per ton of freight per mile.....	0810	0098	0113
Average per freight train per mile.....	2.462	1.1468	1.3138

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	2.897
Average rate received per mile per ton for carrying freight, all classes.....	2.056

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Carthage to Benson Mines, single track.....	43
Sidings and turnouts on main line.....	5.40
Grand total of tracks, sidings and turnouts.....	48.40
Laid with steel rail, main line.....	43
Laid with steel rail, sidings.....	5.40
Weight of rails per yard—steel, 80 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	3	Fect. 245
Wooden trestles.....	5	1,930
Total.....	8	2,235

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	1	.....	110,000	1	.....
Locomotives, 4 drivers.....	2	.....	90,000	2	.....
Total.....	3	.....	.....	3	.....
First-class passenger cars.....	1	\$3,540 28	28,000	1	1
Baggage, mail and express cars.....	1	3,540 28	28,000	1	1
Total.....	2	.....	.....	2	2
Box freight cars.....	10	.....	23,000	.....	10
Flat freight cars.....	69	.....	19,000	10	49
Caboose, 8-wheel cars.....	2	.....	25,000	1	1
Service car.....	1	.....	.....	.....	.....
Total.....	83	.....	.....	11	61

Westinghouse air brake and Miller coupler on passenger cars; forty freight cars with McKeen coupler, eleven with Janney and thirty-one link and pin; eleven cars with Shortle duplex air brake.

Ramapo split switch only used on entire line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	43.20
Cost of real estate now held by company, exclusive of that used in operation....	\$350 00
Total assessed value of real estate and personal property of company	161,106 00
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	2

Passenger cars are heated by Speare stoves, lighted by lamps and ventilated by Monitor ventilator in roof.

American Express runs over line; merchandise one and one-half times first-class freight rates—cheese, butter, poultry, etc., first class freight rates with the exception of a rate of twenty-five cents per hundred pounds from Carthage to Oswegatchie and Benson Mines.

Company receives from the United States government for transportation of mails on route No. 6184, between Harrisville and Carthage, N. Y., \$928.10 per annum, July 1, 1889, to June 30, 1890; route No. 107150, between Harrisville and Benson Mines, N. Y., \$450 per annum, November 10, 1890, to November 9, 1891, and \$600 per annum, November 10, 1891, to June 30, 1893.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	731	.547
Grain	1,095	.819
Meats and provisions	192	.144
Live stock	41	.031
Lumber	74,256	55.541
Iron or other ores	41,894	31.263
Coal and coke	3,087	2.279
Petroleum and other oils	267	.192
Shipments of manufactured goods received by railroad, companies within this State from manufactories within this State.....	6,100	4.562
All other manufactures	370	.277
All other merchandise	2,216	1.657
All other agricultural products	1,613	1.206
All other articles not included above	1,954	1.469
Total	133,696	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	1	.....	1
Others, not passengers.....	1	1	2
Total	2	1	3

EMPLOYEES.

average number of persons employed (including officials) during year	98
aggregate amount of salaries and wages paid them.....	\$44,925 11

Officers of the Company.

Name.	Title.	Official Address.
CHARLES F. COX.....	President	Grand Central depot, N. Y. city.
ALVIN COX.....	Secretary and Treasurer.....	Grand Central depot, N. Y. city.
RANDOLPH PARKLY.....	Attorney	160 Broadway, New York city.
G. F. HUGGANS.....	Superintendent	Carthage, N. Y.
W. B. ALLEN	Auditor	Carthage, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
THOMAS L. JAMES	Lincoln National Bank, New York city.
HENRY N. WHITNEY	11 Broad street, New York city.
CHARLES H. COSTER	1 Broad street, New York city.
CHARLES F. COX	Grand Central depot, New York city.
JOHN GREENOUGH	Manhattan Life building, New York city.
D. D. FARMLY	160 Broadway, New York city.
SAMUEL BARTON	66 Broadway, New York city.
RUSSELL RAYMOND	Fifth avenue and Forty-second street, N. Y. city.
ALLEN COX	Grand Central depot, New York city.
E. K. SIBLEY	160 Broadway, New York city.
T. F. FOWLER	56 Beaver street, New York city.
RANDOLPH FARMLY	160 Broadway, New York city.
ANDREW SPOTTS	160 Broadway, New York city.

Title of company, Carthage and Adirondack Railway Company.

General offices at Carthage, N. Y.; executive office, Grand Central depot, New York.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in January.

For information concerning this report address W. S. Allen, Auditor, Carthage, N. Y.

CARTHAGE, WATERTOWN AND SACKETT'S HARBOR.

LESSOR.

LESSEE—UTICA AND BLACK RIVER.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, February 1, 1869.)

Company organized February 1, 1869. Road constructed from Watertown to Carthage in 1872; completed to Sacketts Harbor in 1873, and was leased to the Utica and Black River Railroad Company, for and during the full term of its corporate existence, for thirty-seven and one-half per cent of its gross earnings. Road leased under resolution of board of directors. There was a mortgage on the road from Carthage to Watertown, and its rolling stock, dated July 1, 1871, which became due July 1, 1891, which the Carthage, Watertown and Sacketts Harbor Railroad Company claim is paid and the lien thereof has ceased. The matter is in litigation, undetermined. The bonds, to the amount of \$150,000, issued on the mortgage (second lien mentioned), were for money which has been used to pay the bonds secured by the mortgage now in litigation as aforesaid. The balance, \$150,000, authorized to be issued, is set apart to pay the bonds dated September 16, 1873.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter....	7,000	\$700,000	.....	.....	.....
Issued for actual cash, and now outstanding	4,658 $\frac{1}{4}$	465,845	215	\$21,500	\$487,345

Grand total of common or preferred stock now outstanding

\$487,345

Number of stockholders.....

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CARTHAGE, WATERTOWN AND SACKETT'S HARBOR. 159

FUNDED DEBT.

	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage on the road from Carthage to Sackett's Harbor.....	Sept. 16, 1873	30	p.c.	April & Oct.	\$150,000	\$150,000	\$120,500
Consolidated mortgage on the road from Carthage to Sackett's Harbor and on rolling stock.....	July 1, 1891	40	5	Jan. & July	200,000	150,000	142,500
Total.....					\$450,000	\$300,000	\$262,500

Cost of Road and Equipment.

ROAD.	Total cost of road up to June 30, 1898.
Grading, masonry, ballast, bridges, superstructure (including ties) and rails.....	\$302,050 06
Land, land damages and fences.....	127,102 78
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	17,922 59
Engineering expenses.....	11,046 85
Total cost of road.....	\$758,121 78

EQUIPMENT.	
Locomotives	\$10,102 80
Mail, baggage and express cars.....	10,070 62
Freight and other cars.....	5,522 05
Total cost of equipment.....	\$25,695 48
Grand total cost of road and equipment	\$783,817 26

Officers of the Company.

Name.	Title.	Official Address.
GEORGE A. BAGLEY.....	President.....	Watertown, N. Y.
GEORGE W. KNOWLTON.....	Vice-President	Watertown, N. Y.
GEORGE W. SHERMAN.....	Treasurer	Watertown, N. Y.
ALBERT BUSHNELL.....	Secretary.....	Watertown, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE A. BAGLEY.....	Watertown, N. Y.
A. D. REMINGTON.....	Watertown, N. Y.
L. H. BROWN	Watertown, N. Y.
A. H. SAWYER.....	Watertown, N. Y.
E. B. UPHAM	Watertown, N. Y.
J. M. FELT.....	Watertown, N. Y.
A. BUSHNELL.....	Watertown, N. Y.
G. W. KNOWLTON.....	Watertown, N. Y.
SIDNEY COOPER.....	Watertown, N. Y.
E. M. GATES.....	Watertown, N. Y.
G. H. SHERMAN.....	Watertown, N. Y.
W. B. CAMP.....	Sackett's Harbor, N. Y.
H. J. LANE.....	Sackett's Harbor, N. Y.

Title of company, Carthage, Watertown and Sacketts Harbor Railroad Company.

General offices at Watertown, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address George W. Sherman, Treasurer.

CATSKILL MOUNTAIN.

(Date of charter, July 2, 1885.)

The Catskill Mountain Railroad Company was incorporated under the act of April 2, 1880, and acts amendatory thereto, and under and pursuant to Laws of 1871, chapter 590, section 5.

On February 11, 1885, Frederick Hill, trustee of the first mortgage of said Catskill Mountain Railroad Company, began proceedings for foreclosure, and by the conditions of the mortgage took possession of the road and other property March 13, 1885. Judgment and decree of foreclosure and sale of the property and franchise was rendered and entered on March 15, 1885. The sale took place June 16, 1885. The property and franchise were purchased by Alfred Van Santvoord, Isaac Pruyn, Charles L. Beach, John T. Mann and John H. Bagley, Jr., the purchasing committee or trustees, under an express trust created and controlled by a plan and agreement entered into May 13, 1885, by and between themselves and certain first mortgage bondholders of said Catskill Mountain Railroad Company. The said purchasers associated with themselves the following named persons: Orrin Day, Frederick Hill, Charles A. Beach, Jacob I. Werner, George H. Beach, George M. Snyder, Charles T. Van Santvoord and Charles L. Rickerson, as directors, and became a body politic and corporate July 1, 1885, under the name of the Catskill Mountain Railway Company, in conformity with the provisions of an act of the Legislature of the State of New York entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the act amending the same, passed June 2, 1876.

The plan of reorganization provided for the issue of \$80,000 of capital stock, limited to one vote on each ten shares of \$100 each, to be exchanged for the same amount of capital stock of the former company. Also \$288,000 first income bonds, entitled to one vote on each \$100, to be exchanged for the first mortgaged bonds of the former company to the extent of \$300,000, and the remaining \$38,000 to be used in payment of certain preferred debts of the former company. Also \$16,000 second income bonds without voting power, to be used in settlement of certain other indebtedness of the former company.

The above "first income" bonds and "second income" bonds are entitled to such rate of interest only, up to 6 per cent, as the earnings of the company may warrant, after the payment of operating expenses, repairs and improvements and interest, at the rate of 5 per cent on \$50,000 first mortgage bonds.

The \$50,000 first mortgage bonds to be issued for the payment of unpaid coupons of the first mortgage bonds of the former company, taxes of the former company and necessary improvements. None of the above bonds issued September 30, 1885.

Under date of July 2, 1885, the Catskill Mountain Railroad Company entered into an agreement with the Cairo Railroad Company for the use of the Cairo railroad, a branch road, three and three-fourths miles long, and one locomotive, for one year from date, at a rental of 6 per cent on the cost of the property leased; said rental, however, not to exceed \$2,700, the lessee to pay taxes, etc.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value
Authorized by law or charter, issued for reorganization and now outstanding.....	800	\$80,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	Aug. 1, 1885	30	p.c.	Feb. 1 & Aug. 1	\$50,000 00	\$50,000 00	\$36,706 67
First income bonds.	Aug. 1, 1885	30	6	Feb. 1 & Aug. 1	288,000 00	288,000 00	29 76
Second income bds.	Aug. 2, 1885	30	6	Feb. 1 & Aug. 1	16,000 00	15,300 00	26 12
Total					\$304,000 00	\$303,300 00	\$36,762 55

CATSKILL MOUNTAIN.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$12,730 30
Bridges		4,737 88
Side tracks	\$135 59	1,336 98
Rails	197 38	641 72
Shanty for trackmen		131 49
Land damages		2,191 85
Fences		121 91
Passenger and freight stations		1,077 44
Engine and car houses		3,056 35
Shops, machinery and tools	215 25	851 50
Fuel and water stations	192 35	238 19
Engineering expenses		340 00
Station furniture		199 87
Purchase of constructed road, as per plan of re-organization and equipment		380,204 98
Furniture for general office	2 85	286 30
Track tools and handcars	25 00	301 78
On account of connection with Otis' Elevating railway	2,468 55	2,468 55
Total cost of road	\$3,236 92	\$410,861 79
EQUIPMENT.		
Locomotives		\$236 18
Passenger cars		2,030 06
Mail, baggage and express cars		253 21
Freight and other cars	\$40 00	615 55
Wagons, sleighs and harnesses		220 00
Total cost of equipment	\$40 00	\$3,418 55
Grand total cost of road and equipment	\$3,276 92	\$414,280 34

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Rails and fastenings: Thirty rails used for guard in Austin's glen	\$197 33
Shops, machinery and tools: Sundry tools, including lathe	215 25
Fuel and water stations: Sundry additions, including expense of pipe, etc., from water works	192 35
Spin track at West Shore station:	
Frog, switch and stand	\$46 50
Switch ties and other ties	46 35
Labor, spikes and bolts	42 74
Track tools and handcars: Two lever track jacks	135 59
Furniture for general office: Stove pipe	25 00
Freight and other cars: Eames' Vacuum brake; two diaphragms for flat cars ..	2 85
Otis railway connections	40 00
	2,468 55
	\$3,276 92

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$45,488 69
Less operating expenses (excluding all taxes)	20,147 74
Net earnings from operation	\$19,340 95
<i>Income from other sources as follows, viz.:</i>	
Interest on loans (balance of account)	446 11
Gross income from all sources	\$19,787 06
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$2,500 00
Rentals	4,000 00
Taxes on property used in operation of road	1,059 25
Taxes on earnings and capital stock	208 13
Taxes other than above, expenses R. R. Commission	109 84
Rate on franchise	1 34
Insurance	117 00
	7,995 56
Surplus for year ending June 30, 1892	\$11,791 50

General Income Account.

Surplus for year ending June 30, 1892		\$11,791 50
Surplus to June 30, 1891	\$23,496 06	
Less amount subsequently paid as interest on first income bonds	4,622 64	
		18,873 42
Total surplus June 30, 1892		\$30,664 92

DETAILED STATEMENT OF RENTALS

Rental of Cairo railroad, including one locomotive	\$2,700 00
Rent of terminus Catskill landing	1,000 00
Rent of village station and general office at Catskill	800 00
Total amount of rentals deducted from income	\$4,000 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, all local		\$12,264 70	\$12,264 70
Passengers all local	\$32,641 17		32,641 17
Express	306 02		306 02
Miscellaneous, as follows, viz.:			
Extra baggage	76 80		76 80
Total gross earnings	\$33,223 99	\$12,264 70	\$45,488 69

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track roadbed	\$3,345 52	\$1,433 79	\$4,779 31
Renewal of ties	1,531 08	656 17	2,187 25
Repairs of bridges (including culverts and cattle guards)	897 88	884 80	1,238 68
Repairs of stations, shops, docks, etc	248 66	106 57	355 23
Repairs of fences	274 56	117 67	392 23
Other expenses for maintenance of way and structures	574 55	246 24	820 79
Total	\$6,872 25	\$2,945 24	\$9,817 49

Maintenance of equipment:

Repairs of locomotives	\$335 93	\$356 25	\$1,194 18
Repairs of cars	531 02	223 29	744 31
Repairs of machinery and tools	82 50	35 35	117 85
Other expenses for maintenance of equipment	835 28	357 98	1,193 26
Total	\$2,274 73	\$974 87	\$3,249 60

Conducting transportation:

Wages of conductors and men	\$1,529 04	\$655 80	\$2,184 34
Wages of engineers and firemen	1,206 97	555 85	1,852 82
Fuel for locomotives	2,168 18	929 22	3,097 40
Oil and waste	125 46	53 77	179 23
Water supply	97 30	41 70	139 00
Other train supplies or expenses	2 91	1 24	4 15
Wages of station agents and clerks	1,235 28	529 40	1,764 68
Wages for labor at stations	320 24	137 24	457 48
Station supplies	70 69	80 29	100 98
Wages of watchmen, flagmen and switchmen	293 88	125 95	419 83
Other expenses for conducting transportation	185 63	28 90	164 53
Total	\$7,275 60	\$3,086 86	\$10,362 46

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$1,050 00	\$450 00	\$1,500 00
General office expenses and supplies.....	26 77	11 47	38 24
Stationery and printing.....	208 59	89 89	297 98
Outside agencies and advertising.....	74 55	31 95	106 50
Legal expenses.....	15 86	6 79	22 65
Loss and damage of freight and baggage.....	49 48	21 21	70 69
Damage to cattle and property.....	42 70	18 30	61 00
Injuries to persons.....	133 00	57 00	190 00
Telephone maintenance and operation.....	171 40	73 45	244 85
Other general expenses.....	129 00	55 28	184 28
Total.....	\$1,901 35	\$814 84	\$2,716 19
Grand total operating expenses.....	\$18,323 93	\$7,823 81	\$26,147 74

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$410,861 79
Cost of equipment.....		3,418 55
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$714 16	
Bills receivable.....	6,014 00	
Due by agents.....	1,660 43	
Open accounts.....	514 40	
Materials and supplies.....	3,269 27	
Sundries.....	1,828 82	
		14,021 06
		<u>\$428,301 42</u>
LIABILITIES.		
Capital stock.....		\$80,000 00
Funded debt.....		308,300 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$1,041 67	
Audited vouchers and pay rolls.....	2,102 05	
Open accounts.....	424 31	
Sundries.....	1,868 47	
		5,436 50
Profit and loss (surplus).....		30,664 92
		<u>\$428,301 42</u>

Traffic and Mileage Statistics.

ITEM.	All local.
*Number of passengers carried.....	39,612
†Number of passengers carried one mile.....	530,668
*Number of tons of freight carried (estimated).....	12,000
†Number of tons of freight carried one mile (estimated).....	168,000
*Mixed train, mileage.....	27,256

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$33,223 99	\$18,323 93	\$14,900 06
Average per passenger carried.....	838	462	376
Average per passenger per mile.....	0638	0352	0286
Average per passenger train per mile.....	1 218	072	546
Freight earnings and expenses (including miscellaneous earnings).....	12,264 70	7,823 81	4,440 89
Average per ton of freight carried.....	1 022	652	37
Average per ton of freight per mile.....	073	047	026
Average per freight train per mile.....	449	257	192

* Catskill Mountain railway traffic only.

† Includes traffic on Cairo railroad also.

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first-class:	
Catskill Mountain railway.....	7
Cairo railroad	5
Average rate received per mile for carrying passengers, second-class.....	4
Average rate received per mile for carrying passengers, all classes.....	6.3
Average rate received per mile per ton for carrying freight, all classes.....	7.3

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line, from Catskill to Palenville, single track.....	.....	.....	15.73
Total of branches or other roads authorized.....	.....	.....	8.77
Main line laid, single track.....	15.73	.....	15.73
Branches, or other roads, laid, single track.....	.....	.....	8.77
Total single track.....	15.73	3.77	19.50
Sidings and turnouts on main line .....	.95	.....	.95
Sidings and turnouts on branches or other roads.....	.....	.34	.34
Total sidings and turnouts.....	.95	.34	1.29
Grand total of tracks, sidings and turnouts	16.68	4.11	20.79
Laid with steel rail, main line.....	16.68	.....	16.68
Laid with steel rail, branches or other roads .....	.....	4.11	4.11

Average life of ties, 5 to 8 years; weight of rails per yard—steel, 40 lbs.; gauge of track, 3 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Miles laid with steel rail.
Cairo railroad.....	Cairo junction	Cairo	3.77	3.77

DESCRIPTION OF ROAD AND EQUIPMENT.

BRIDGES.	ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	5	Feet. 1,130

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	1	3	*	50,000	3	3
Total	2	1	3	.....	.....	3	3
First-class passenger cars.....	4	.....	4	\$ 3,000+	.....	4	4
Second-class passenger cars..	6	.....	6	1,500+	.....	6	6
Baggage, mail and express cars.....	4	.....	4	1,100+	.....	4	4
Total	14	.....	14	.....	.....	14	14
Box freight cars.....	2	.....	2	\$400	.....	2	.....
Coal freight cars.....	7	.....	7	.....	.....	15	.....
Flat freight cars.....	3	.....	3	.....	.....	.....	.....
Total	12	.....	12	.....	.....	7	.....

Eame's vacuum brakes and Janney coupler on passenger and baggage cars; link and pin coupler on freight cars; split switches are used exclusively on the road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telephone owned and operated by company (15.75 miles owned, 3.75 leased) miles	19.50
Total assessed value of real estate and personal property of company	\$45,000 00
Railroad crossing road over or under grade	1
Highway crossings at grade without protection (C. M. Ry. 15, Cairo R. R. 6).....	21
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	3
Over-head obstructions less than 20 feet above track	6

Passenger cars heated by ordinary stoves, lighted by kerosene oil and ventilated by windows and roof ventilators.

American Express Company runs over road at rate of 30 cents per 100 lbs.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	600	.5
Lumber	2,000	16.7
Coal	1,033	8.6
All other agricultural products.....	4,000	33.3
All other articles not included above	4,367	36.4
Total	12,000	100

NUMBER OF ACCIDENTS.

Less than passenger or employe.....	Injured, 1
-------------------------------------	------------

EMPLOYEES.

Average number of persons employed (including officials) during year.....	38
Aggregate amount of salaries and wages paid them.....	\$1,711 95

\$0,000 in 1892; \$6,000 in 1895. + Original cost. † These cars have all been piped for vacuum; one-half have diaphragm and brakes.

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ALFRED VAN SANTVOORD..	President	Lincoln Nat. Bank, New York city.
CHAS. L. BEACH.....	Vice-President.....	Catskill, N. Y.
ORRIN DAY.....	Treasurer.....	Catskill, N. Y.
CHAS. A. BEACH.....	Gen. Supt. and Secretary.	Catskill, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
ALFRED VAN SANTVOORD.....	New York city.
CHAS. L. BEACH.....	Catskill, N. Y.
ORRIN DAY.....	Catskill, N. Y.
FREDERICK HILL.....	Catskill, N. Y.
ISAAC PRUYN.....	Catskill, N. Y.
SAMUEL L. PENFIELD.....	Catskill, N. Y.
JOHN H. BAGLEY.....	Catskill, N. Y.
GEO. M. SNYDER.....	New York city.
CHAS. L. RICKERSON.....	New York city.
CHAS. T. VAN SANTVOORD.....	New York city.
GEO. H. BEACH.....	Catskill, N. Y.
JACOB I. WERNER.....	Catskill, N. Y.
CHAS. A. BEACH.....	Catskill, N. Y.

Title of company, Catskill Mountain Railway Company.

General offices at Catskill, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in June.

For information concerning this report address Chas. A. Beach, Secretary.

CAYUGA AND SUSQUEHANNA.

LESSOR.

LESSEE—DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 18, 1843.)

Organized under special act in 1828 as the "Ithaca and Owego."

Opened twenty-nine miles in 1834. Name changed in 1843.

Operated by the Delaware, Lackawanna and Western Railroad Company under lease dated April 21, 1855, continuing during charter.

Consideration, \$54,600 per annum.

Operations are included in lessee's report.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	50,000	\$1,500,000
Total now outstanding.....	19,637	589,110

Number of stockholders..... 96

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$143,733 85
Bridges.....		24,738 12
Superstructure (including ties) and rails.....		249,513 11
Land, land damages and fences.....		44,899 16
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations.....		38,738 00
Engineering expenses.....		18,760 68
Total cost of road.....		\$580,458 01

CAYUGA AND SUSQUEHANNA.

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EQUIPMENT.

Locomotives.....	\$57,570 90
Mail, baggage and express cars.....	20,196 88
Freight and other cars.....	1,774 21
Total cost of equipment.....	\$79,541 99
Grand total cost of road and equipment.....	\$600,000 00

Income Account for Year Ending June 30, 1892.

<i>Income from all sources, as follows, viz.:</i>	
Twelve months' rental received from lessee.....	\$54,600 00
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared $9\frac{1}{4}$ per cent on \$589,110 common stock.....	55,965 45
Deficit for year ending June 30, 1892.....	\$1,965 45

General Income Account.

Deficit for year ending June 30, 1892.....	\$1,965 45
Surplus up to June 30, 1891.....	13,522 05
	\$12,156 60
Less sundry small disbursements made by lessors in maintaining organization..	312 50
Total surplus June 30, 1892.....	\$11,844 10

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$520,458 01
Cost of equipment.....	79,541 99
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	954 10
	\$600,954 10

LIABILITIES.

Capital stock.....	\$589,110 00
Profit and loss (surplus).....	11,844 10
	\$600,954 10

Officers of the Company.

Name.	Title.	Official Address.
PERCY B. PYNE.....	President.....	52 Wall street, New York city.
STEPHEN S. PALMER.....	Secretary and Treasurer..	52 Wall street, New York city.
WILLIAM F. HALLSTEAD.....	General Manager.....	Scranton, Pa.
W. B. PIERCE.....	General Agent.....	Ithaca, N. Y.

Directors of the Company.

Name.	Residence.
PERCY B. PYNE.....	New York city.
JOHN I. BLAIR.....	Blairstown, N. J.
WILLIAM WALTER PHELPS.....	Englewood, N. J.
SAMUEL SLOAN.....	New York city.
M. TAYLOR PYNE.....	New York city.
HENRY A. C. TAYLOR.....	New York city.
EDWIN F. HATFIELD.....	New York city.
LAWRENCE TURNURE.....	New York city.
STEPHEN S. PALMER.....	New York city.

Title of company, The Cayuga and Susquehanna Railroad Company.

General offices at Ithaca, N. Y.

Date of close of fiscal year December 31.

Date of stockholders' annual meeting, first Tuesday in June.

For information concerning this report, address Fred F. Chambers, Secretary and Auditor Delaware, Lackawanna and Western Company, 26 Exchange Place, New York city.

CENTRAL DOCK AND TERMINAL.

LESSOR.

LESSEE—PHILADELPHIA AND READING.

(Date of charter, May 31, 1899.)

The Central Dock and Terminal Railway Company was organized May 31, 1899, for the purpose of constructing a railway and terminal dock in the city of Buffalo, connecting the freight yards of the New York Central and Hudson River Railroad Company at East Buffalo with the dock at the foot of Georgia street, a distance of miles, the object of the road being the transportation and shipment of anthracite coal. At a meeting of the directors held on the 30th day of January, 1891, in the Grand Central station, in the city of New York, the company was leased to the Philadelphia and Reading Railroad Company for a term of years, expiring March 31, 1910. Since that date the company has been operated by the said Philadelphia and Reading Railroad Company.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grand total cost of road and equipment.....	\$4,476 68	\$545,309 31

Income Account for Year Ending June 30, 1892.

Income from all sources.....		\$27,237 43
<i>Deductions from income, as follows, viz.:</i>		
Rentals	\$1,280 00	
Salaries, etc.	960 00	
Insurance	1,250 00	
Taxes.....	4,894 01	
Office expenses.....	6 27	
Interest on loans	7,944 70	
		10,344 98
Surplus for year ending June 30, 1892		\$16,892 45

General Income Account.

Surplus for year ending June 30, 1892.....	\$16,892 45
Surplus up to June 30, 1891.....	19,709 03
Total surplus June 30, 1892	\$36,601 48

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment	\$545,309 31
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,079 97
Open accounts	14,716 79
	15,796 76
	\$561,106 07
LIABILITIES.	
Capital stock	\$487,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on floating debt due and accrued	\$1,023 82
Open accounts	1,000 00
Loans and bills payable	34,961 27
	37,004 89
Profit and loss (surplus)	36,601 48
	\$561,106 07

CENTRAL DOCK AND TERMINAL.

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Officers of the Company.

Name.	Title.	Official Address.
THEODORE VOORHEES.....	President.....	Grand Central depot, New York city.
C. E. HENDERSON.....	Vice-President.....	Philadelphia, Pa.
A. G. LEONARD.....	Secretary and Treasurer..	Grand Central depot, New York city.

Directors of the Company.

Name.	Residence.
CHAUNCEY M. DEPEW.....	Grand Central depot, New York city.
H. J. HAYDEN.....	Grand Central depot, New York city.
J. M. TOUCEY.....	Grand Central depot, New York city.
T. VOORHEES.....	Grand Central depot, New York city.
A. A. MCLEOD.....	Philadelphia, Pa.
T. M. RICHARDS.....	Philadelphia, Pa.
A. FOSTER.....	Philadelphia, Pa.
C. E. HENDERSON.....	Philadelphia, Pa.
A. R. ATKINS.....	Philadelphia, Pa.
JOHN LANG.....	Corning, N. Y.
GEORGE J. MAGEE.....	Corning, N. Y.
JOHN MAGEE.....	Corning, N. Y.
DANIEL BEACH.....	Corning, N. Y.

Title of company, The Central Dock and Terminal Railway Company.

General offices at Grand Central depot, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in May.

For information concerning this report, address A. G. Leonard, Secretary and Treasurer, Room 15, Grand Central depot, New York city.

CENTRAL NEW ENGLAND AND WESTERN.

(Date of consolidation, July 22, 1889.)

Central New England and Western Railroad Company was formed July 22, 1889, by the consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie and Connecticut Railroad Company, both of which were organized under the General Railroad Laws of the State of New York, with lines connected by means of the Poughkeepsie bridge across the Hudson river, between Poughkeepsie, in Dutchess county, and Lloyd, in Ulster county, the line of the Hudson Connecting Railroad Company extending from a point on the line of said bridge, in the town of Lloyd, southwesterly to Campbell Hall, in Orange county, twenty-six miles, and that of the Poughkeepsie and Connecticut Railroad Company extending from a point on the line of said bridge, in Poughkeepsie, northwesterly to Silvernails, in Columbia county, twenty-seven miles. The Central New England and Western Railroad Company is the lessee under a lease for one year from August 30, 1889, and under a lease for fifty years from August 30, 1890, of the Hartford and Connecticut Western Railroad Company, whose line extends from Hartford, Connecticut, in a westerly direction to Rhinebeck, in the State of New York, a distance of 109.75 miles. This lease was executed in accordance with Laws of New York and Connecticut.

That portion of the line of the Central New England and Western Railroad Company, formerly that of the Hudson Connecting Railroad Company was completed May 22, 1889, and that portion formerly the Poughkeepsie and Connecticut railroad Company, was completed July 22, 1889.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	16,000	\$1,600,000
Number of stockholders.....		17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* Mortgage bonds	Mar. 2, 1891	100	<i>p. c.</i> 4	Mar. 1 & Sep. 1	\$5,000,000	\$1,450,000
Mortgage bonds.....	Sept. 3, 1889	50	6	Mar. 1 & Sep. 1	.....	2,500,000
Total					\$5,000,000	\$3,950,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, and ballast.....		\$34,527 97
Bridges.....	\$254 00	15,923 23
Superstructure (including ties).....		2,178 98
Lands.....		20,108 26
Fences.....	294 29	11,319 63
Engineering expenses.....		7,539 09
Purchase of constructed road and improvements to same.....	6,310 87	3,465,314 14
Buildings, furniture and fixtures.....	548 51	18,288 80
Sidings and yard extensions.....		41,411 14
Total cost of road.....	\$7,347 76	\$3,616,621 24
EQUIPMENT.		
Locomotives.....	\$25,313 04	\$179,085 76
Passenger cars.....	1,610 14	51,966 99
Mail, baggage and express cars.....		9,076 48
Freight and other cars.....	3,750 53	78,907 36
Total cost of equipment.....	\$30,673 71	\$319,936 59
Grand total cost of road and equipment.....	\$38,021 47	\$3,936,557 83

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$666,358 03
Less operating expenses (excluding all taxes).....	599,682 56
Net earnings from operation.....	\$66,675 47
<i>Income from other sources as follows, viz:</i>	
Interest.....	23,760 81
Gross income from all sources.....	\$90,435 78
<i>Deductions from income as follows, viz:</i>	
Rentals.....	\$61,807 04
Taxes on property used in operation of road.....	29,000 00
Interest on loans.....	725 12
	91,532 16
Deficit for year ending June 30, 1892.....	\$1,096 33

General Income Account

Deficit for year ending June 30, 1892.....	\$1,096 33
Deficit up to June 30, 1891.....	5,415 16
Total deficit June 30, 1892.....	\$6,511 54

* Five million dollars authorized March 2, 1891, to take up issue of September 3, 1889, of \$2,500,000.

CENTRAL NEW ENGLAND AND WESTERN.

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DETAILED STATEMENT OF RENTALS.

Hartford and Connecticut Western Railroad:		
Interest on bonds.....	\$35,000 00	
Two per cent on stock owned outside of company.....	25,807 04	
		\$60,807 04
Newburgh, Dutchess and Connecticut		
		1,000 00
Total amount of rentals deducted from income.....		\$61,807 04

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$358,917 20		
Freight, local.....	199,438 06		
		\$458,350 26	\$458,350 26
Passengers, through	\$48,189 24		
Passengers, local.....	118,749 08		
	\$166,931 27		166,931 27
Mall	8,964 52		8,964 52
Express	23,363 90		23,363 90
<i>Miscellaneous as follows, viz.:</i>			
Rents.....	\$7,340 49		
Miscellaneous	1,407 59		
	4,067 85	4,080 28	8,748 08
Total gross earnings	\$203,327 54	\$463,030 40	\$666,358 08

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track and roadbed.....	\$27,007 08	\$31,732 22	\$59,939 95
Repairs of bridges (including culverts and cattle-guards)	3,421 50	3,986 66	7,358 25
Repairs of stations, shops, docks, etc.....	2,863 98	3,295 06	6,150 00
Repairs of fences	605 43	696 58	1,302 01
Total	\$34,497 99	\$39,691 22	\$74,189 21

Maintenance of equipment :

Repairs of locomotives.....	\$18,998 35	\$21,858 32	\$40,856 67
Repairs of cars.....	10,846 15	29,730 93	40,577 08
Total	\$29,844 50	\$51,589 25	\$81,433 75

Conducting transportation :

Wages of conductors and men.....	\$15,445 70	\$56,268 77	\$71,714 47
Wages of engineers and firemen	26,995 54	31,050 39	58,054 93
Fuel for locomotives	50,599 27	58,216 37	108,815 64
Oil and waste	3,069 65	3,554 75	6,644 40
Water supply	2,005 82	2,411 31	4,507 13
Other train supplies or expenses.....	344 79	1,272 68	1,617 42
Wages of station agents, clerks, and wages for labor at stations.....	27,122 60	31,205 68	58,328 37
Station supplies	1,454 44	1,673 38	3,127 82
Wages of watchmen, flagmen and switchmen.....	1,128 90	1,298 85	2,427 75
Other expenses for conducting transportation.....		2,872 18	2,872 18
Total	\$128,276 80	\$189,833 31	\$318,110 11

General expenses :

Salaries of general officers and clerks	\$16,183 83	\$18,562 60	\$34,696 43
Stationery and printing	4,113 07	4,732 25	8,845 32
Outside agencies and advertising	1,130 12	1,300 24	2,430 36
Legal expenses.....	3,098 82	3,565 30	6,664 12
Loss and damage of freight and baggage		1,196 27	1,196 27
Damage to cattle and property		1,482 52	1,482 52
Injuries to persons	5,054 72	5,815 05	10,870 37
Telegraph maintenance and operation	5,400 45	6,213 42	11,618 87
Mileage of cars of other companies (debit balance).....	4,283 90	27,988 56	32,222 55
Other general expenses	7,840 67	9,107 01	16,947 68
Total	\$47,055 67	\$78,893 82	\$125,949 40

Grand total operating expenses.....	\$239,674 96	\$360,007 60	\$599,682 56
--	---------------------	---------------------	---------------------

General Balance Sheet, June 30, 1892.

ASSETS.		
Cost of road.....		\$3,616,681 94
Cost of equipment		319,926 69
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies.....	\$900,000 00	
Real estate	87,679 94	
Betterments H. and C. W. R. R.	279,231 57	
		1,366,910 61
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$51,408 87	
Bills receivable.....	22,697 99	
Due by agents.....	32,368 44	
Open accounts.....	485,633 70	
Materials and supplies.....	91,476 07	
		683,579 07
Profit and loss (deficiency).....		6,511 54
		<u>\$5,893,559 95</u>
LIABILITIES.		
Capital stock		\$1,600,000 00
Funded debt.....		3,950,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay rolls	\$103,670 73	
Open accounts.....	88,888 52	
Loans and bills payable.....	26,000 00	
Receiver's certificates.....	125,000 00	
		343,559 25
		<u>\$5,893,559 95</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	47,648	366,179	413,827
Number of passengers carried one mile.....	2,393,712	5,859,329	8,253,041
Number of tons of freight carried	341,420	313,971	655,391
Number of tons of freight carried one mile.....	36,158,107	19,381,513	55,539,620
Passenger train mileage			381,389
Freight train mileage			439,893
All other train mileage			216,361
Total train mileage.....			<u>1,036,643</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$203,327 54	\$239,674 96	\$36,347 42
Average p-r passenger carried.....	49	58	09
Average per passenger per mile.....	024	029	005
Average per passenger train per mile	50	63	13
			Profit.
Freight earnings and expenses (including miscellaneous earnings)	463,030 49	360,007 60	103,022 89
Average per ton of freight carried.....	708	549	157
Average per ton of freight per mile.....	008	006	002
Average per freight train per mile.....	1 055	820	235

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.026	Cents. 2.022	Cents. 2.025
Average rate received per mile per ton for carrying freight, all classes.....	.716	1.027	.896

Description of Road and Equipment.

TRACK.	Miles owned all in N. Y. State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Campbell Hall to Silvernalls, single track	53.04	43.75	111.00	96.79	164.04
Sidings and turnouts on main line	13.08	6.85	22.00	19.93	35.08
Grand total of tracks, sidings and turnouts.....	66.12	50.60	133.00	116.72	199.12
Laid with steel rail, main line	53.04	31.96	97.96	85.00	151.00
Laid with iron rail, main line .....	.....	11.79	.....	11.79	11.79

Average life of rails—Steel, 20 years, iron, 14 years; average life of ties, 7 years; weight of rails per yard—Steel, maximum, 85 lbs.; minimum, 70 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	22	Feet. 1,778
Wooden bridges	9	106
Wooden trestles	9	6,151
Total	40	8,035

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in pounds.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	9	.....	9	192,000	13	.....
Locomotives, 6 drivers	5	1	6	177,000	2	.....
Locomotives, 4 drivers	4	16	20	170,000	18	.....
Total	18	17	35	.....	33	.....
First-class passenger cars	6	14	20	.....	20	20
Baggage, mail and express cars	4	5	9	.....	9	9
Total	10	19	29	.....	29	29
Box freight cars	30	135	165	.....	.....	59
Stock freight cars .....	.....	4	4	.....	.....	.....
Coal freight cars	19	284	303	.....	.....	81
Flat freight cars	9	26	35	.....	.....	.....
Locos, 4-wheel cars	2	.....	2	.....	.....	.....
Locos, 8-wheel cars	2	13	15	.....	.....	.....
Service cars	3	4	7	.....	.....	.....
Total	65	466	531	.....	.....	140

Passenger cars are equipped with Westinghouse automatic air-brake and Miller coupler. No air brake on freight cars; Perry and ordinary couplers.
Standard 18-foot split switches used exclusively on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs .....	.....	6.25
Railroads crossing road at grade	1	5
Railroads crossing road, over or under grade	8	3
Highway crossings without protection	93	161
Highway crossings at grade protected by gates or flagmen	1	5
Highway crossings over or under grade	11	33
Over head obstructions less than twenty feet above track	1	2

Passenger cars are heated by Martin system, steam from locomotive, lighted by lamps and ventilated by deck windows.

Adams Express Company operates over line of road at forty per cent of receipts.

Pullman's sleeping and parlor cars run over the line. The charge is about one-third of a cent per mile for berths or seats. The railroad company makes no additional charge. Pullman's Palace Car Company received during year for mileage of its cars, \$2,708.23.

Compensation for carrying the mails is fixed by the government, based on service and weight of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	23,319	3.56
Grain	36,659	5.54
Meats and provisions	4,150	.60
Live stock	1,819	.28
Lumber	38,470	5.86
Pig and bar iron and steel	48,565	7.38
Iron or other ores	53,885	8.21
Coal and coke	263,163	40.73
Petroleum and other oils	2,411	.36
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	378	.05
All other manufactures	52,599	7.97
All other merchandise	40,413	6.15
All other agricultural products	33,116	5.03
All other articles not included above	54,455	8.28
Total	655,391	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	6	8	9

EMPLOYEES.

Average number of persons employed (including officials) during year..... 751
 Aggregate amount of salaries and wages paid them during year \$410,006 87

Officers of the Company.

Name.	Title.	Official Address.
A. A. McLEOD	President and General Manager	Philadelphia, Pa.
W. R. TAYLOR	Secretary	Philadelphia, Pa.
W. A. CHURCH	Treasurer	Philadelphia, Pa.
J. D. CAMPBELL	General Solicitor	Philadelphia, Pa.
D. JONES	Comptroller	Philadelphia, Pa.
J. H. SWEIGARD	Assistant General Manager	Philadelphia, Pa.
I. W. FOWLER	Superintendent	Hartford, Conn.
E. R. ADAMS	Superintendent of Telegraph	Reading, Pa.
JOHN TAYLOR	General Traffic Manager	Philadelphia, Pa.
B. H. BAIL	General Freight Agent	Philadelphia, Pa.
C. G. HANCOCK	General Passenger Agent	Philadelphia, Pa.
JOHN H. JONES	Coal Freight Agent	Philadelphia, Pa.
O. W. STAGER	Transportation Master	Philadelphia, Pa.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
JAMES ARMSTRONG	New York city.
A. R. ATKINS	Buffalo, N. Y.
A. A. MCLEOD	Philadelphia, Pa.
JOHN H. TAYLOR	Bayside, L. I.
W. W. JENES	New York city.
MAURICE A. VIELE	New York city.
CARLTON S. GIBSON	Nyack, N. Y.
PURSON BROWN	New York city.
ARTHUR BROCK	Philadelphia, Pa.
J. W. BROCK	Philadelphia, Pa.
C. TOWER, JR.	Philadelphia, Pa.
J. F. SINOTS	Philadelphia, Pa.
W. W. GIBBS	Philadelphia, Pa.

Title of company, Central New England and Western Railroad Company.
 General offices at 227 South Fourth street, Philadelphia, Pa.
 Date of close of fiscal year, August 31.
 Date of stockholders' annual meeting, first Wednesday in February.
 For information concerning this report, address D. Jones, Comptroller.

CHATEAUGAY (Railway).

LESSOR.

LESSEE—CHATEAUGAY RAILROAD.

(Date of charter, July 12, 1887.)

This company was formed under the Laws of the State of New York, act of the Legislature, passed April 2, 1880, with amendments thereto.
 The line was completed December 5, 1888, and was leased on completion to the Chateaugay Railroad Company, who now operate it

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash, issued on account of construction and now outstanding	1,680	\$168,000

Number of stockholders 1

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bond	Aug. 1, 1887	30	6	Aug. and Feb.	\$200,000 00	\$200,000 00	\$200,000 00

Cost of Road.		Total cost up to June 30, 1892.
Grading, masonry and ballast		\$162,948 00
Superstructure (including ties)		47,080 00
Rails.....		111,660 00
Passenger and freight stations.....		11,200 00
Engine and car houses		2,800 00
Fuel and water stations		960 00
Engineering expenses.....		12,732 00
Total cost of road		\$368,000 00

Income Account for Year Ending June 30, 1892.

<i>Gross income from all sources, as follows, viz.:</i>		
Rental from lessees.....		\$12,000 00
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued		\$12,000 00

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$368,000 00
LIABILITIES.		
Capital stock		\$168,000 00
Funded debt.....		200,000 00
		\$368,000 00

Officers of the Company.

Name.	Title.	Official Address.
SMITH M. WEED.....	President.....	Plattsburgh, N. Y.
M. L. FRENCH.....	Vice-President	Plattsburgh, N. Y.
A. L. INMAN	General Manager, Sec'y and Treas....	Plattsburgh, N. Y.

Directors of the Company.

Name.	Residence.
SMITH M. WEED.....	Plattsburgh, N. Y.
ANDREW WILLIAMS	Plattsburgh, N. Y.
ROBERT M. OLYPHANT	New York city.
JAMES A. BURDEN.....	Troy, N. Y.
A. L. INMAN	Plattsburgh, N. Y.
EDWARD HALL.....	Lyon Mountain, N. Y.
MILLARD F. PARKHURST.....	Plattsburgh, N. Y.
MILTON L. FRENCH	Plattsburgh, N. Y.
ROSWELL A. WEED	Plattsburgh, N. Y.
HENRY DAVIS.....	Plattsburgh, N. Y.

Title of company, Chateaugay Railway Company.

General offices at Plattsburgh, N. Y.

Date of close of fiscal year, December 31.

For information concerning this report, address M. L. French, Superintendent.

CHATEAUGAY (Railroad).

(Date of charter, May 30, 1879.)

Completed to present terminus, March 30, 1890.

The line from Plattsburgh to Dannemora was built by the State of New York and leased to this company. This company also leases and operates the line of the Chateaugay Railway Company, extending from Lyon Mountain to Saranac Lake, a distance of 38.80 miles.

Capital Stock.

	COMMON.		Cash realized on amount out- standing.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash, and total now outstanding.....	750	\$75,000 00	\$75,000 00

Number of stockholders.....

CHATEAUGAY.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$83,069 87
Bridges		18,026 81
Superstructure (including ties)		120,018 29
Land damages		5,085 24
Passenger and freight stations		9,714 18
Engine and car houses		8,552 07
Engineering expenses		7,025 30
Total cost of road		\$261,588 96
EQUIPMENT.		
Locomotives		\$61,191 69
Passenger cars		28,982 00
Mail, baggage and express cars		2,860 22
Freight and other cars	\$7,654 80	114,018 47
Total cost of equipment	\$7,654 80	\$302,002 38
Grand total cost of road and equipment	\$7,654 80	\$458,588 34

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Transfer apparatus, consisting of thirty sets of transfer trucks, etc.	\$6,108 81
Twelve side dump cars	1,988 99
One caboose car	812 50
	\$8,954 80
CONTRA.	
Two gondola cars and one coal car destroyed by fire	700 00
Net addition to equipment	\$7,654 80

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$249,636 27
Less operating expenses (excluding all taxes)	148,061 84
Gross income from all sources	\$101,554 93

Deductions from income, as follows, viz.:

Rentals	\$12,001 00
Taxes on property used in operation of road	2,567 87
Taxes on earnings and capital stock	112 50
Taxes other than above	550 19
	15,261 56
Surplus for year ending June 30, 1892	\$86,293 37

General Income Account.

Surplus for year ending June 30, 1892	\$86,293 37
Surplus up to June 30, 1891	548,555 15
Total surplus June 30, 1892	\$634,848 52

DETAILED STATEMENT OF RENTALS.

Chateaugay Railway Company's line, from Lyon Mountain to Saranac Lake, being interest on \$300,000 in bonds of that company's issue	\$12,000 00
Sturgis and Dannemora railroad, so called, leased from State, consideration being free transportation of supplies to Clinton prison, and annual rental of ..	1 00
Total amount of rentals deducted from income	\$12,001 00

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passengers.	Freight.	Total.
Freight, all local		\$156,498 75	\$156,498 75
Passengers, all local	\$77,554 84		77,554 84
Mail	5,043 12		5,043 12
Express	5,811 47		5,811 47
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph	\$688 64		
Parlor cars	4,115 45		
	4,798 09		4,798 09
Total gross earnings	\$98,207 52	\$156,498 75	\$349,696 27

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$2,809 80	\$6,089 84	\$8,899 64
Repairs of roadbed	6,806 43	17,986 94	24,793 37
Repairs of bridges (including culverts and cattle guards)	559 53	1,473 64	2,033 17
Repairs of stations, shops, docks, etc.	153 02	403 00	556 02
Repairs of fences	288 76	865 82	1,154 57
Other expenses for maintenance of way and structures	76 14	200 54	276 68
Total	\$10,283 47	\$26,962 08	\$37,185 55

Maintenance of equipment :

Repairs of locomotives	\$3,521 67	\$9,375 10	\$12,796 77
Repairs of cars	4,411 31	11,618 16	16,029 47
Repairs of machinery and tools	46 46	122 35	168 81
Other expenses for maintenance of equipment ..	28 04	73 85	101 89
Total	\$8,007 48	\$21,089 46	\$29,096 94

Conducting transportation :

Wages of conductors and men	\$4,038 28	\$10,609 39	\$14,637 67
Wages of engineers and firemen	2,949 73	7,769 14	10,718 87
Fuel for locomotives	7,835 01	20,635 28	28,470 29
Oil and waste	561 19	1,473 03	2,034 22
Water supply	67 62	178 10	245 72
Other train supplies or expenses	175 64	462 60	638 24
Wages of station agents and clerks	2,044 36	5,384 27	7,428 63
Wages for labor at stations	971 31	2,537 88	3,509 19
Station supplies	138 15	324 34	462 49
Wages of watchmen, flagmen and switchmen ..	983 14	2,437 63	3,420 77
Other expenses for conducting transportation ..	116 61	307 19	423 71
Total	\$19,805 94	\$52,163 71	\$71,969 65

General expenses :

Salaries of general officers and clerks	\$1,225 44	\$3,596 19	\$4,821 63
General office expenses and supplies	100 60	264 94	365 54
Stationery and printing	909 99	533 06	1,443 05
Outside agencies and advertising	256 82	676 41	933 23
Insurance	525 15	1,543 74	2,068 89
Loss and damage of freight and baggage	49 22	120 64	169 86
Other general expenses	136 77	280 23	417 00
Total	\$2,704 99	\$7,124 21	\$9,829 20
Grand total operating expenses	\$40,751 88	\$107,390 46	\$148,061 34

CHATEAUGAY.

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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$251,535 96
Cost of equipment	202,002 38
<i>Current assets as follows, viz.:</i>	
Due by agents	4,229 32
Open accounts (balance)	221,537 08
Materials and supplies	29,245 09
Sundries (traffic balances)	406 60
	<u>\$709,848 53</u>
LIABILITIES.	
Capital stock	\$75,000 00
Profit and loss (surplus)	634,848 53
	<u>\$709,848 53</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	49,132
Number of passengers carried one mile	1,844,121
Number of tons of freight carried	265,626
Number of tons of freight carried one mile	6,852,422
Passenger train mileage	70,894
Freight train mileage	186,696
All other train mileage	2,675
Total train mileage	<u>260,265</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$38,207 52	\$40,751 88	\$52,455 64
Average per passenger carried	1 98	84	1 09
Average per passenger per mile	05	022	086
Average per passenger train per mile	1 31	57	74
Freight earnings and expenses (including miscellaneous earnings)	156,428 75	107,829 46	49,099 29
Average per ton of freight carried	61	42	19
Average per ton of freight per mile	024	017	007
Average per freight train per mile	888	575	263

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	4.2
Average rate received per mile per ton for carrying freight, all classes	2.4

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
In line from Dannemora to Lyon Mountain, single track	18.01	.....	72.29
Sidings and turnouts on main line	9.71	1.94	10.95
Grand total of tracks, sidings and turnouts	<u>27.72</u>	<u>55.05</u>	<u>82.77</u>

average life of ties, 5 years; weight of rails per yard—steel, 46 pounds; gauge of track, 4 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
Plattsburg and Dannemora....	Plattsburg	Dannemora ..	15.92	15.92	Leased	15.92
Chateaugay Railway.....	Lyon Mountain.	Saranac Lake.	28.80	28.80	Leased	28.80

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	2	<i>Feet.</i> 180
Wooden trestles.....	16	4,179½
Total.....	18	4,359½

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	6	.....	6	\$8,000	65,000	25	6	.....
Locomotives, 4 drivers.....	3	2	5	6,000	{ 56,000 85,000 }	.....	4	.....
Total.....	9	2	11	.....	.....	.....	10	.....
First-class passenger cars, including two parlor cars.....	5	3	8	.....	.....	.....	8	8
Second-class passenger cars.....	2	.....	2	.....	.....	.....	2	2
Baggage, mail and express cars.....	3	.....	3	.....	.....	.....	3	3
Total.....	10	3	13	.....	.....	.....	13	13
Box freight cars.....	88	6	44	.....	.....	.....	.....	20
Ore freight cars.....	244	.....	244	.....	.....	.....	.....	.....
Coal freight cars.....	17	.....	17	.....	.....	.....	.....	.....
Flat freight cars.....	111	9	120	.....	.....	.....	.....	40
Caboose 4-wheel cars.....	3	.....	3	.....	.....	.....	.....	.....
Snow-plow.....	1	.....	1	.....	.....	.....	.....	.....
Service.....	78	.....	78	.....	.....	.....	.....	.....
Total.....	492	15	507	.....	.....	.....	.....	60

Miller coupler and Eames brake used on passenger cars and Smith coupler on freight cars.
Cast iron split and stub switches are used.

Miscellaneous Statistics.

Item.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	28.80
Highway crossings at grade without protection.....	24
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	1
Overhead obstructions less than twenty feet above track.....	1

Passenger cars are heated by heaters and stoves, lighted by kerosene oil lamps and ventilated by trunk lights.

The National Express Company runs over line at fixed schedule rates.

The company runs parlor cars of its own at an additional charge of about one cent per mile.

The United States government pays for transportation of mails a fixed sum per annum based on weight.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,339	.52
Grain	2,099	.89
Meats and provisions.....	2,792	1.00
Live stock.....	180	.05
Lumber	25,749	10.05
Pig and bar iron and steel.....	9,934	3.87
Iron or other ores.....	156,430	61.11
Coal and coke.....	24,301	9.49
Petroleum and other oils.....	887	.37
All other manufactures.....	14,141	5.53
All other merchandise.....	87	.04
All other agricultural products....	2,410	1.31
All other articles not included above.....	15,804	5.86
Total	255,925	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	4	.....	4
Others, not passengers.....	.....	3	3
Total	4	3	7

EMPLOYEES.

Average number of persons employed (including officials) during year..... 186

Aggregate amount of salaries and wages paid them during year..... \$76,374 07

Officers of the Company.

Name.	Title.	Official Address.
SMITH M. WEED.....	President	Plattsburgh, N. Y.
A. L. INMAN.....	General Manager and Treasurer.	Plattsburgh, N. Y.
M. L. FRENCH	Superintendent	Plattsburgh, N. Y.

Directors of the Company.

Name.	Residence.
SMITH M. WEED.....	Plattsburgh, N. Y.
A. L. INMAN	Plattsburgh, N. Y.
F. J. DOMINICK	New York city.

Title of company, Chateaugay Railroad Company.

General offices at Plattsburgh, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, May.

For information concerning this report, address M. L. French, Superintendent.

CHAUTAUQUA LAKE.

RECEIVER'S REPORT.

(Date of consolidation, September 27, 1886.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

See statement of the Chautauqua Lake Railway Company in Report of 1889.

* FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Terms, years.	COMMON.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Receiver's cert's.	Oct. 14, 1890	..	p.c.	Jan. and July	\$35,000	\$33,000	\$33,000
	April 22, 1891	..	6	Jan. and July	8,500	8,500	8,500
	Jan. 22, 1892	..	6	Jan. and July	12,500	10,000	10,000
Total					\$56,000	\$51,500	\$51,500

Expenditures on Road and Equipment Made by the Receiver.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total expenditures for road and equipment, made by receiver up to June 30, 1892.
Grading, masonry, ballast, bridges, superstructure (including ties).....	\$11,839 51	\$14,010 74
Land,		2,362 00
Passenger and freight stations, furniture and fixtures	311 11	817 78
Sidings and yard extensions.....	398 68	469 74
Total expenditures by receiver for cost of road.....	\$12,549 30	\$17,660 26
EQUIPMENT.		
Locomotives, passenger, mail, baggage, express, freight and other cars.....	\$4,171 88	\$30,898 32
Grand total expenditures by receiver for cost of road and equipment	\$16,721 18	\$48,058 58

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New work on locomotives	\$2,472 74	
New work on coaches	1,608 06	
New work on other cars	90 18	
Account new switch, Jamestown to electric-light plant.....	\$64 00	\$4,171 88
Raising grade through swamps, approach at Jamestown and draining	1,764 82	
New switch at Grant Pit	115 22	
New switch at Dewittville	32 45	
Account new switch to coal dock, Jamestown.....	35 77	
Account Chautauqua depot	125 65	
Improvement in freight yard and switches at Steel street, Jamestown	151 24	
New bridge at Mud creek	174 87	
New furniture and fixtures for stations	114 34	
Depot at Wooglin	45 76	

* See also statement of company in Report of 1889.

CHAUTAUQUA LAKE.

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Depot at Starrs.....	\$30 46	
Account depot at Greenhurst.....	4 90	
New water crane, Jamestown.....	104 78	
Permanent improvement on Chautauqua branch, viz., by changing of rail, by extending switches and filling and grading yard at Chautauqua station.....	528 88	
Expenditure account of new ties.....	9,286 26	
		\$12,549 30
		<u>\$16,721 18</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$48,127 56	
Less operating expenses (excluding all taxes).....	41,576 73	
Net earnings from operation.....	\$6,550 83	
<i>Income from other sources as follows, viz.:</i>		
Sale of old iron and iron rails.....	421 69	
Gross income from all sources.....	\$6,972 73	
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$3,688 64	
Rentals.....	1,226 66	
Taxes.....	2,044 41	
Other deductions.....	247 47	
		6,203 18
Surplus for year ending June 30, 1892.....		<u>\$770 54</u>

General Income Account.

Surplus for year ending June 30, 1892.....	\$770 54
Deficit up to June 30, 1891.....	6,154 73
Total deficit June 30, 1892.....	<u>\$5,384 19</u>

DETAILED STATEMENT OF RENTALS.

For rental of right of way not yet purchased.....	\$50 00
For rental of depot at Jamestown.....	250 00
For rental of one locomotive during August, September, December, February, March, April and May.....	926 66
Total amount of rentals deducted from income.....	<u>\$1,226 66</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, through.....			
Freight, local.....			
Passengers, through.....			
Passengers, local.....			
Mail.....			
Express.....			
Miscellaneous, as follows, viz.:			
Demurrage and car service charges.....			
Total gross earnings.....			

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed.....	\$2,819 69	\$2,458 64	\$5,278 33
Repairs of bridges (including culverts and cattle guards).....	110 77	96 59	207 36
Repairs of stations, shops, docks, etc.....	86 25	75 21	161 46
Repairs of fences.....	30 98	27 02	58 00
Other expenses for maintenance of way and structures.....	21 21	18 49	39 70
Total.....	\$3,068 90	\$3,675 95	\$6,744 85

Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$1,973 25	\$1,110 23	\$3,388 48
Repairs of cars.....	400 18	348 95	749 13
Repairs of machinery and tools.....	11 94	10 41	22 35
Total	\$1,685 37	\$1,469 59	\$3,154 96
<i>Conducting transportation:</i>			
Wages of conductors and men	\$2,711 69	\$2,364 41	\$5,076 08
Wages of engineers and firemen.....	2,519 23	2,190 53	4,709 76
Fuel for locomotives	2,910 00	2,537 39	5,447 39
Oil and waste	75 34	65 70	141 04
Water supply.....	198 42	168 66	366 08
Other train supplies or expenses	137 02	117 60	254 62
Wages of station agents and clerks, and for la- or a- stations.....	1,421 73	5,277 19	6,698 91
Station supplies	117 25	109 34	219 49
Wages of watchmen, flagmen and switchmen..	540 13	470 98	1,011 11
Other expenses for conducting transportation..	175 89	294 36	469 47
Total	\$10,794 11	\$13,573 81	\$24,372 92
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$1,460 77	\$1,273 74	\$2,734 51
General office expenses and supplies.....	30 20	69 94	100 14
Stationery and printing.....	545 82	475 98	1,021 80
Outside agencies and advertising.....	1,628 19	.....	1,628 19
Loss and damage of freight and baggage.....	.....	8 12	8 12
Telephone maintenance and operation.....	869 65	763 43	1,633 08
Mileage of cars of other companies (debit bal- ance) .....	.....	954 62	954 62
Other general expenses	95 21	83 02	178 23
Total	\$4,680 10	\$3,628 90	\$8,309 00
Grand total operating expenses.....	\$30,238 48	\$21,548 25	\$41,576 73

Receiver's General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$17,060 25
Cost of equipment		30,898 53
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$3,203 62	
Due by agents	4,310 12	
Open accounts.....	5,707 62	
Materials and supplies.....	2,021 38	
Disbursements on account Chautauque Lake Railway Company over receipts from its assets.....	3,017 93	
Insurance paid not yet accrued.....	10 52	
		17,871 18
Profit and loss (deficiency).....		5,394 19
		<u>\$71,313 95</u>
LIABILITIES.		
Funded debt.....		\$51,500 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$1,438 64	
Audited vouchers and pay-rolls.....	13,548 67	
Open accounts.....	4,786 64	
		19,813 95
		<u>\$71,313 95</u>

CHAUTAUQUA LAKE.

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Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	10,901	74,023	84,924
Number of passengers carried one mile	195,171	936,767	1,131,938
Number of tons of freight carried	44,655	4,436	49,091
Number of tons of freight carried one mile	988,909	72,313	1,011,223

Passenger train mileage .....	.....	.....	61,373
Freight train mileage .....	.....	.....	28,707
All other train mileage .....	.....	.....	8,105
Total train mileage .....	.....	.....	98,185

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..	\$35,457 31	\$30,298 48	\$5,228 83
Average per passenger carried	3997	2882	0615
Average per passenger per mile	0237	061	0046
Average per passenger train per mile	4148	3296	0852
Freight earnings and expenses (including miscellaneous earnings)	23,670 25	21,848 25	1,822 00
Average per ton of freight carried	4618	4349	0269
Average per ton of freight per mile	0234	0611	0013
Average per freight train per mile	7897	7436	0461

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.	.....	.....	.....
Average rate received per mile for carrying passengers, all classes	Cents. 8	Cents. 1.82	Cents. 2.06
Average rate received per mile per ton for carrying freight, all classes	2	14.64	2.19

Description of Road and Equipment.

TRACK.	Miles owned all in N. Y. State.
Main line laid, single track	23.85
Sidings and turnouts on main line	2.25
Grand total of tracks, sidings and turnouts	26.10
Laid with steel rail, main line	23.85
Laid with steel rail, sidings .....	.49
Laid with iron rail, main line	1.00
Laid with iron rail, sidings	1.76
Average life of ties—4 years; weight of rails per yard—steel, 60 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	1	Feet. 107
Wooden trestles	18	1,094
Total	19	1,201

Description of Road and Equipment—(Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers .....	.....	1	1	.....	.....	.....
Locomotives, 4 drivers	3	.....	3	\$3,000	3	.....
Total	3	1	4	.....	3	.....
First-class passenger cars	2	.....	2	.....	2	2
Excursion cars	5	.....	5	.....	2	5
Baggage and passenger cars	2	.....	2	.....	2	2
Total	9	.....	9	.....	6	9
Box freight cars	3	.....	3	.....	.....	.....
Flat freight cars	2	.....	2	.....	.....	.....
Total	5	.....	5	.....	.....	.....

Passenger cars equipped with Westinghouse air brake, Miller platform and coupler Two stub switches, balance split switches on line of road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	1
Highway crossings at grade without protection	14
Highway crossings at grade protected by gate or flagman	1

Passenger cars are heated by stoves, lighted by kerosene oil lamps and ventilated in ordinary way.

American Express Company operates over road and pays one and one-half times first-class local freight rate on regular business and first-class local freight rate on special rate business.

The company is not a member of any fast freight line, but operates in connection with the Empire Line Transit Company and Merchants' Dispatch Transportation Company on percentage arrangements. Cars loaded to points on this road are loaded back. No preference given.

One thousand two hundred dollars and eighty-four cents per annum received for transporting mails, subject to fines and deductions for cause.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	296	.60
Grain	1,475	2.88
Meats and provisions	397	.80
Live stock	127	.26
Lumber	8,480	17.28
Pig and bar iron and steel	552	1.13
Iron or other ores, stone, sand, etc.	1,789	3.64
Coal and coak	13,097	26.68
Petroleum and other oils	60	.13
Shipment of manufactured goods received by railroad companies within this State from manufactories within this State	4,392	8.75
All other manufactures	2,049	4.19
All other merchandise	14,968	30.48
All other agricultural products	1,322	2.71
All other articles not included above	187	.37
Total	49,091	100

EMPLOYES.

Average number of persons employed (including officials) during year	58
Aggregate amount of salaries and wages paid them	\$33,296 72

CHAUTAUQUA LAKE.

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Officers of the Company.

Name.	Title.	Official Address.
W. E. Griggs.....	Receiver and Manager.....	Jamestown, N. Y.
F. S. Jones.....	Superintendent.....	Jamestown, N. Y.

Title of company, Chautauqua Lake Railway Company.

General offices at Jamestown, N. Y.

Date of close of fiscal year, June 30, 1892.

For information concerning this report, address W. E. Griggs, Receiver and Manager.

CHERRY VALLEY, SHARON AND ALBANY.

LESSOR.

LESSEE — ALBANY AND SUSQUEHANNA.

Lease assigned to the Delaware and Hudson Canal Company.

(Date of charter, April 10, 1860.)

The Cherry Valley and Spraker's Horse Power Railroad Company was incorporated by the Legislature April 10, 1860. By act passed April 15, 1864, its name was changed to the Cherry Valley and Mohawk River Railroad Company.

By act passed May 16, 1867, this company was authorized to change the location of its line, so as to form a connection with the Albany and Susquehanna railroad.

By act passed April 10, 1869, its name was changed to the Cherry Valley, Sharon and Albany Railroad Company, and its intersection with the Albany and Susquehanna railroad was fixed at Cobleskill.

The road was opened in 1870 and leased to the Albany and Susquehanna Railroad Company, which assigned the lease to the Delaware and Hudson Canal Company, at the time it leased its own railroad.

The Cherry Valley, Sharon and Albany railroad was acquired by the Delaware and Hudson Canal Company in 1876.

Its operation, earnings and expenses are included in the lessee's report of the Albany and Susquehanna railroad.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	10,000	\$500,000
Total now outstanding.....	5,782	289,100

Number of stockholders..... 9

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	June 15, 1869	30	P. C. 7	June 15, Dec 15	\$300,000	\$300,000

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road.

Total cost of road up to June 30, 1899	\$589,100 00
--	--------------

Income Account for Year Ending June 30, 1899.

Income from all sources, as follows, viz.:

Lease of the road	\$11,578 87
-------------------------	-------------

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	21,000 00
---	-----------

Deficit for year ending June 30, 1899	\$9,426 68
---	------------

General Income Account.

Deficit for year ending June 30, 1899	\$9,426 68
---	------------

Deficit up to June 30, 1891	\$4,184 99
-----------------------------------	------------

Total deficit June 30, 1899	\$13,611 67
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General Balance Sheet June 30, 1899.

ASSETS.

Cost of road	\$589,100 00
--------------------	--------------

Profit and loss (deficiency)	\$9,569 68
------------------------------------	------------

\$598,669 68

LIABILITIES.

Capital stock	\$389,100 00
---------------------	--------------

Funded debt	300,000 00
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Current liabilities, as follows, viz.:

Delaware and Hudson Canal Company	99,569 68
---	-----------

\$598,669 68

*Officers of the Company.

Name.	Title.	Official Address.
JAMES C. HARTT	Treasurer	New York city.

Directors of the Company.

Name.	Residence.
JAMES YOUNG	Cherry Valley, N. Y.
RODMAN G. MOULTON	Brooklyn, N. Y.
JAMES C. HARTT	Montreal, Canada.

Title of company, Cherry Valley, Sharon and Albany Railroad company.

General offices at New York city.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report address S. T. S. Henry, Auditor, New York city.

CLOVE BRANCH.

(Date of charter, November 21, 1868.)

Articles of association of the Clove Branch Railroad Company were filed in the office of the Secretary of State, at Albany, N. Y., on the 21st day of November, 1868, under an "Act to authorize the formation of railroad companies and to regulate the same," passed April 2, 1860, and amendments thereto.

The company was organized soon after and work commenced in 1869; the line completed and put in operation in 1870, and since then has been operated as shown by its annual reports.

*The offices of president and secretary are vacant.

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	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	8,000	\$150,000	\$150,000
Number of stockholders.....			37

Total cost of road to June 30, 1892.....	\$150,000 00
Total cost of equipment to June 30, 1892	89,105 16
Grand total cost of road and equipment	<u>\$239,105 16</u>

Gross earnings from operation.....		\$9,490 18
Less operating expenses (excluding all taxes)		9,489 99
Net earnings from operation.....		\$0 19
<i>Income from other sources, as follows, viz.:</i>		
Rent of tenement house.....		104 00
Gross income from all sources		\$104 19
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$805 25	
Taxes on earnings and capital stock.....	71 10	
		876 35
Deficit for year ending June 30, 1892.....		\$872 16

Deficit for year ending June 30, 1892.....	\$272 16
Surplus up to June 30, 1891.....	42,937 16
	<hr/>
Total surplus June 30, 1892.....	\$42,015 00

	Passenger.	Freight.	Total.
Freight, all local.....		\$8,056 45	\$8,056 45
Passengers, local.....	\$143 67	143 67	143 67
Mail	28 53		28 53
Miscellaneous, as follows, viz.: Car service		1,266 54	1,266 54
Total gross earnings	\$167 19	\$9,322 90	\$9,490 18

Maintenance of way and structures:			
Mile of track and roadbed.....	\$36 10	\$1,836 86	\$1,981 96
Mile of bridges (including culverts and cattle wards).....	77 41	1,470 91	1,548 32
Mile of stations, shops, docks, etc.....	2 07	39 40	41 47
Mile of fences.....	5 19	98 68	108 87
Total	\$180 77	\$3,424 79	\$3,615 56

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$1 02	\$30 41	\$31 43
Repairs of cars.....	35 00	685 06	700 06
Other expenses for maintenance of equipment.....	14 35	272 75	297 10
Total.....	\$50 37	\$958 24	\$1,008 61
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$44 51	\$945 74	\$990 25
Wages of engineers and firemen.....	53 97	1,006 53	1,060 50
Fuel for locomotives.....	42 11	800 23	842 34
Oil and waste.....	1 77	33 71	35 48
Other train supplies or expenses.....	34	6 53	40 53
Wages of station agents and clerks.....	30 00	570 00	600 00
Station supplies.....	31	5 99	36 99
Other expenses for conducting transportation.....	37	5 14	42 14
Total.....	\$172 96	\$3,373 67	\$3,446 15
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$62 00	\$1,178 00	\$1,240 00
Stationery and printing.....	1 51	24 84	26 15
Insurance.....	1 80	30 40	32 20
Telegraph operation.....	3 00	57 00	60 00
Other general expenses.....	3 07	58 45	61 52
Total.....	\$70 98	\$1,348 69	\$1,419 67
Grand total operating expenses.....	\$474 40	\$9,015 59	\$9,489 99

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$150,000 00
Cost of equipment.....	39,106 16
<i>Other permanent investments, as follows, viz.:</i>	
Real estate.....	1,233 22
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,398 61
Due by agents.....	115 52
Open accounts.....	1,131 93
	2,486 06
	<u>\$192,814 44</u>

LIABILITIES.

Capital stock.....	\$150,000 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls.....	\$395 40
Open accounts.....	414 04
	799 44
Profit and loss (surplus).....	42,015 00
	<u>\$192,814 44</u>

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried.....	1,919
Number of passengers carried one mile.....	5,379
Number of tons of freight carried.....	25,831
Number of tons of freight carried one mile.....	123,180
Total train mileage, mixed.....	5,199

CLOVE BRANCH.

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Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$167 19	\$474 40	\$307 21
Average per passenger carried.....	09	24	15
Average per passenger per mile.....	08	08	05
Average per passenger train per mile.....	13	27	24
Freight earnings and expenses (including miscellaneous earnings).....	9,328 99	9,015 59	Profit. 307 40
Average per ton of freight carried.....	37	36	01
Average per ton of freight per mile.....	0757	0732	0085
Average per freight train per mile.....	2 39	2 32	07

ITEM.

All local.
Cents.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes.....	2.40
Average rate received per mile per ton for carrying freight, all classes.....	6.54

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles operated, all in New York State.	Total miles, all in New York State.
Main line from Clove Branch Junction to Sylvan Lake, single track.....	4.25	.....	4.25
Branches or other roads laid, single track.....	.....	4.01	4.01
Total single track.....	4.25	4.01	8.26
Sidings and turnouts on main line.....	1.43	.....	1.43
Sidings and turnouts on branches or other roads.....	.....	.91	.91
Total sidings and turnouts.....	1.43	.91	2.34
Grand total of tracks, sidings and turnouts.....	5.68	4.92	10.60
Laid with iron rail, main line.....	4.25	.....	4.25
Laid with iron rail, branches or other roads.....	.....	4.01	4.01

Average life of rails — iron, 25 years; average life of ties, 8 years; weight of rails per yard — iron, 55 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To.	Entire length in New York State.	Operated.	Miles of sidings.	Miles laid with iron rail.
New York, Boston and Montreal Ry. Co.....	Sylvan Lake.....	Clove Valley.....	4.01	4.01	.91	4.92

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges on N. Y., B. & M. (operated).....	1	Feet. 50
Wooden bridges— over Fishkill creek, 60 feet; highway, 32 feet	2	101
Wooden trestles— one trestle, 144 feet; one trestle, 34 ft. 6 in...	2	178.6
Total	5	329.6

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.
Locomotive, 4 driver.....	1	\$8,000	75,000	20
Combination baggage, mail and express car.....	1	\$1,200	.....	20
Box freight cars.....	4	\$400	18,000	10
Coal freight cars.....	46	350	17,000	15
Total.....	50	.....	.....	.....

Ordinary freight brake in use on cars.
Stub or open switch in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by the company, exclusive of that used in operation,	\$1,223 22
Total assessed value of real estate and personal property of company.....	15,861 00
Passenger car heated by coal stove, lighted with mineral seal oil (300° fire test) and ventilated by Creamer ventilators.	
Received \$42.75 per mile per year, until July 25, 1891, for transporting United States mail, when service was discontinued.	

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	28	.1
Grain.....	164	.7
Meats and provisions.....	6	.....
Lumber.....	230	.9
Pig and bar iron and steel.....	6	.....
Iron or other ores.....	22,051	88.9
Coal and coke.....	1,804	7.5
Petroleum and other oils.....	13	.1
All other manufactures.....	257	.1
All other merchandise.....	61	.2
All other agricultural products.....	639	2.5
All other articles not included above.....	26	.1
Total.....	25,861	100

EMPLOYEES.

Average number of persons employed (including officials) during year.....	11
Aggregate amount of salaries and wages paid them.....	\$6,026 10-

CLOVE BRANCH.

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Officers of the Company.

Name.	Title.	Official Address.
JNO. S. SCHULTZE.....	President and Treasurer	Matteawan, N. Y.
W. A. WELLS.....	Secretary and General Accountant....	Matteawan, N. Y.
C. L. KIMBALL.....	Superintendent.....	Matteawan, N. Y.
W. H. MOORE.....	General Ticket Agent and Auditor of Passenger and Freight Accts.....	Matteawan, N. Y..

Directors of the Company.

Name.	Residence.
JNO. S. SCHULTZE.....	Boonton, N. J.
WM. R. SCHULTZE.....	Manchester, N. J.
WM. S. ENO.....	Pine Plains, N. Y.
R. G. COFFIN.....	Millbrook, N. Y.
ALBERT EMANS.....	La Grange, N. Y.
GEO. H. BROWN.....	New York, N. Y.
SAMUEL I. WRIGHT.....	Elizabeth, N. J.
C. L. KIMBALL.....	Fishkill-on-Hudson, N. Y.
GEO. POTTER.....	Billings, N. Y.
S. M. DAVIDSON.....	Fishkill Village, N. Y.
WM. H. MOORE.....	Matteawan, N. Y.
NORMAN T. PLASS.....	Copake Iron Works, N. Y.
W. A. WELLS.....	Moore's Mills, N. Y.

Title of company, Clove Branch Railroad Company. .

General offices at Matteawan, N. Y.

Date of close of fiscal year, June, 30.

Date of stockholders' annual meeting, January.

For information concerning this report address Jno. S. Schultze, President and Treasurer.

CONESUS LAKE.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, May 10, 1882.)

The right of way, grading and ties ready for the iron was furnished by subscription and donated by citizens in the vicinity. The iron was purchased by mortgage on the road and secured by 375 shares of the capital stock held in trust as collateral. The road has only been operated during the summer season of each year.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter.....	400	\$30,000	.....
Issued on account of construction and now outstanding	382	\$19,100	\$8,104 15

Number of stockholders..... 8

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1882.
Grading, masonry and ballast.....		\$1,228 08
Structure (including ties)		1,095 59
Rollers.....		7,177 50
Land.....		1,515 00
Fences.....		30 00
Passenger and freight stations.....		495 46
Signs, machinery and tools.....		29 30
Land and water stations.....		53 82
Engineering expenses.....		80 00
Amount on stock charged to construction		10,995 85
Telephone.....		345 71
Writing.....		150 00
Total cost of road.....		\$33,845 26

REPORT OF THE RAILROAD COMMISSIONERS.

EQUIPMENT.	
Locomotives.....	\$3,188 08
Grand total cost of road and equipment	\$37,087 88

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road	\$28,845 28
Cost of equipment	3,188 08
Profit and loss (deficiency)	800 08
	\$37,838 96
LIABILITIES.	
Capital stock.....	\$19,100 00
Advances for betterments.....	8,798 96
	\$37,898 96

Officers of the Company.

Name.	Title.	Official Address.
LOVETTE P. WEST.....	President	Lakeville, N. Y.
A. R. McDONOUGH	Secretary	P. O. Box 830, New York city
EDWARD WHITE	Treasurer	P. O. Box 830, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING	New York city.
GEO. W. QUINTARD.....	New York city.
J. G. McCULLOUGH.....	New York city.
A. R. McDONOUGH	New York city.
E. B. THOMAS	New York city.
LOVETTE P. WEST.....	Lakeville, N. Y.
CHAS. F. BURGER.....	Lakeville, N. Y.

Title of company, Conesus Lake Railway Company.
 General offices at 21 Cortlandt street, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Saturday in May.
 For information concerning this report, address A. R. McDonough, Secretary, P. O. Box 830, New York city.

CONNECTING TERMINAL.

(Date of charter, June 7, 1881.)

Road opened in 1883.
 Built for the purpose of furnishing terminal facilities at Buffalo, N. Y., for through lines of railway.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	400	\$30,000	\$30,000

Number of stockholders.....

FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage	May 1, 1888	20	p.c. 5	May and Nov.	\$500,000	\$500,000	\$500,000

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Land, land damages and fences		\$298,284 84
Passenger and freight stations	\$15,381 76	271,618 88
Office and depot furniture		1,748 48
Total cost of road	\$15,381 76	\$561,646 64

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$186,899 85
Less operating expenses (excluding all taxes)	76,387 59
Gross income from all sources	\$110,501 76
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$35,000 00
Taxes on property used in operation of road	7,688 84
Taxes on earnings and capital stock	30 00
Taxes other than above	141 21
	32,860 05
Net income from all sources	\$77,641 71
<i>Payments from net income as follows, viz.:</i>	
Dividends declared, six per cent on \$30,000 common stock	1,300 00
Surplus for year ending June 30, 1892	\$76,441 71

General Income Account.

Surplus for year ending June 30, 1892	\$76,441 71
Surplus up to June 30, 1891	177,597 85
	\$253,739 06
Depreciation year ending June 30, 1892	10,000 00
	\$243,739 06
Add interest on scrip	36 84
	\$243,776 50
Add other interest	10,778 43
Total surplus June 30, 1892	\$354,549 98

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local	\$178,631 71
Miscellaneous	8,267 64
Total gross earnings	\$186,899 85

OPERATING EXPENSES.

1 Maintenance of way and structures :	
Repairs of stations, shops, docks, etc	\$7,944 12

Conducting transportation :

Wages of station agents and clerks	\$3,340 00
Wages for labor at stations	46,079 45
Other expenses for conducting transportation	4,005 40
Total	\$53,424 84

General expenses :

Salaries of general officers and clerks	\$3,000 00
Stationery and printing	294 65
Loss and damage of freight and baggage	9 25
Other general expenses	11,654 60
Total	\$14,958 50

Grand total operating expenses	\$76,387 50
---	--------------------

General Balance Sheet June 30, 1893.**ASSETS.**

Cost of road	\$561,846 64
--------------------	--------------

Current assets as follows, viz. :

Cash on hand	\$4,459 11	
Due by agents	4,160 48	
Open accounts	308,267 37	
		216,886 96
		\$778,716 60

LIABILITIES.

Capital stock	\$30,000 00
Funded debt	500,000 00
<i>Current liabilities as follows, viz. :</i>	
Interest on funded debt due and accrued	4,166 67
Profit and loss (surplus)	254,549 96
	\$778,716 60

Traffic and Mileage Statistics.**ITEM.**

All local.

Number of tons of freight carried one mile	514,066
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Description of Road and Equipment.Miles owned, all
in N. Y. State.

Main line, single track	1
Laid with steel rail, main line	1
Weight of rails per yard — steel, maximum, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and cinders.	

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	108,189	19.4
Grain	387,668	72.9
All other merchandise	40,668	7.7
Total	531,505	100

EMPLOYEES.

Average number of persons employed (including officials) during year	68
Aggregate amount of salaries and wages paid them	\$49,419 45

Officers of the Company.

Name.	Title.	Official Address.
FRANK J. FIRTH	President	Philadelphia, Pa.
EDWIN T. EVANS	Vice-President	Buffalo, N. Y.
A. D. HEPBURN	Secretary	Philadelphia, Pa.
P. R. PERKINS	Treasurer	Philadelphia, Pa.
F. HOFFMAN	Auditor	Philadelphia, Pa.
JOHN A. MILLER	Assistant Auditor	Philadelphia, Pa.
JOHN E. PAYNE	Manager	Philadelphia, Pa.
T. M. MOORE	Superintendent	Buffalo, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
JAMES C. EVANS	Buffalo, N. Y.
EDWIN T. EVANS	Buffalo, N. Y.
FRANK HOFFMAN	Philadelphia, Pa.
JOSEPH D. POTTS	Philadelphia, Pa.
HENRY H. HOUSTON	Philadelphia, Pa.
GEORGE B. BONNELL	Philadelphia, Pa.
JOHN E. PAYNE	Philadelphia, Pa.
ANDREW D. HEPBURN	Philadelphia, Pa.
FRANK J. FIRTH	Philadelphia, Pa.
WM. H. BARNES	Philadelphia, Pa.
WM. M. POTTS	Wylbrooke, Pa.
WM. SHAW, JR.	Pittsburg, Pa.
H. P. LINNELL	Philadelphia, Pa.

Title of company, The Connecting Terminal Railroad Company.

General offices at Philadelphia, Pa.

Date of close of fiscal year, February 29, 1893.

Date of stockholders' annual meeting, third Tuesday in May.

For information concerning this report, address A. D. Hepburn, Secretary, No. 234 South Fourth street, Philadelphia, Pa.

COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, April 30, 1883.)

The first steps to build this road were taken in April, 1883. On the 30th day of April this company was organized under the Railroad Act of this State for the purpose of building a road from the Hemlocks, in the town of Oneonta, to the town of Davenport, a distance of about one and one-half (1½) miles. On the 30th day of April, 1883, this company entered into a contract with the Cooperstown and Susquehanna Valley Railroad Company whereby it leased the C. and S. V. Co's road for ninety-nine (99) years, since which time this company has operated the said road under that and modified leases.

February 25, 1891, the West Davenport Railroad Company was organized under the General Railroad Laws of this State to construct a road from West Davenport to Davenport Center, a distance of about three (3) miles.

On the 18th day of April, 1891, the Cooperstown and Charlotte Valley Railroad Company was consolidated with the West Davenport Company, forming a new company by the name of the Cooperstown and Charlotte Valley Railroad Company, and on the 15th day of April, 1891, took a lease of the C. and S. V. R. Co. for the term of ninety-nine (9) years, under which the latter road is now being operated.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	450	\$45,000	.....
Issued for actual cash	147	14,700	\$14,700
Cash received on acct. of 3 shares not yet issued .....		.....	80
Total now outstanding	147	.....	\$14,780

Number of stockholders..... 16

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.
			Rate.	When payable.	
*B Is secured by first mortgage	Apr. 15, 1891	27	P.C. 5	May and Nov.	\$45,000

* None outstanding as yet.

Cost of Road.

	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$11,379 16
Bridges.....	1,588 98
Superstructure (including ties)	793 75
Rails.....	7,961 44
Land damages.....	2,837 78
Fences and telephone	583 78
Passenger and freight stations.....	385 10
Engineering expenses.....	136 09
Total cost of road	\$35,106 08

Income Account for Year Ending June 30, 1892.

Gross earnings from operations	\$46,229 83
Less operating expenses (excluding all taxes)	40,363 49
Net earnings from operation.....	\$5,866 33
Income from other sources, as follows, viz.: ..	
Rent.....	329 61
Gross income from all sources.....	\$6,195 94
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued.....	\$8,844 60
Taxes on property used in operation of road.....	1,548 98
	10,393 58
Deficit for year ending June 30, 1892.....	\$4,100 64

General Income Account.

Deficit for year ending June 30, 1892.....	\$4,100 64
Surplus up to June 30, 1891.....	6,085 11
Total surplus June 30, 1892.....	\$1,984 47

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$27,839 84	\$27,839 84
Passengers, all local.....	\$15,976 81		15,976 81
Mail	1,081 80		1,081 80
Express	1,361 87		1,361 87
Total gross earnings	\$18,389 98	\$27,839 84	\$46,229 82

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$10,008 52	\$4,494 34	\$14,497 86
Repairs of bridges (including culverts and cattle guards)	775 12	348 85	1,123 97
Repairs of stations, shops, docks, etc	854 89	384 08	1,238 97
Repairs of fences.....	334 57	150 32	484 89
Total	\$11,968 10	\$5,376 99	\$17,345 09
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$3,582 82	\$1,609 67	\$5,192 49
Repairs of cars	1,258 66	565 49	1,824 15
Repairs of machinery and tools.....	90 72	40 76	131 48
Total	\$4,932 20	\$2,215 92	\$7,148 12
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$1,024 20	\$460 15	\$1,484 35
Wages of engineers and firemen.....	1,000 51	449 51	1,450 02
Fuel for locomotives.....	2,341 00	1,005 83	3,346 83
Oil and waste	344 02	154 56	498 58
Water supply	51 75	23 25	75 00
Other train supplies or expenses.....	84 71	52 55	137 26
Wages of station agents and clerks	2,283 85	1,028 97	3,312 82
Station supplies.....	169 63	76 21	245 84
Wages of watchmen, flagmen and switchmen	245 40	111 60	357 00
Total	\$7,448 07	\$3,363 63	\$10,811 70

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
General office expenses and supplies.....	\$1,080 74	\$463 09	\$1,493 83
Stationery and printing.....	497 15	223 86	720 51
Legal expenses.....	1,382 56	621 15	2,008 71
Loss and damage of freight and baggage.....	28 63	12 87	41 50
Injuries to persons.....	80 36	13 64	44 00
Telegraph maintenance and operation.....	147 56	66 29	213 85
Mileage of cars of other companies (debit balance).....		321 43	321 43
Other general expenses.....	84 70	38 05	122 75
Total.....	\$3,201 70	\$1,759 88	\$4,961 58
Grand total operating expenses.....	\$27,562 09	\$12,704 40	\$40,266 49

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$25,106 03
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....		17,806 74
Bills receivable.....		262 43
Due by agents.....		2,423 78
Open accounts.....		246 44
		<u>\$45,845 42</u>
LIABILITIES.		
Capital stock.....		\$14,730 00
<i>Current liabilities, as follows, viz.:</i>		
Open accounts.....		29,189 95
Profit and loss (surplus).....		1,924 47
		<u>\$45,845 42</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	41,133
Number of passengers carried one mile.....	508,371
Number of tons of freight carried.....	35,547
Number of tons of freight carried one mile.....	462,096
Passenger train mileage.....	20,952
Mixed train mileage.....	15,160
Total train mileage.....	<u>36,112</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$18,389 98	\$27,562 09	\$9,172 11
Average per passenger carried.....	447	67	223
Average per passenger per mile.....	036	054	018
Freight earnings and expenses (including miscellaneous earnings).....	\$27,839 84	\$12,704 40	\$15,135 44
Average per ton of freight carried.....	78	36	42
Average per ton of freight per mile.....	06	27	33
Average per freight train per mile.....	1 83	83	1 00

ITEM.

All local.
Cents.

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	3.14
Average rate received per mile per ton for carrying freight, all classes.....	.6

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line authorized, from Cooperstown to Davenport Center.....	5.08	19.48	24.56
Main line laid, single track.....	2.40	19.48	21.88
Sidings and turnouts on main line.....	.52	2.19	2.71
Grand total of tracks, sidings and turnouts.....	2.92	21.67	24.59
Laid with steel rail, main line.....	2.40	19.48	21.88

Average life of rails — steel, about 14 years; average life of ties, 6 years; weight of rails per yard — steel, 56 lbs.; gauge of track, 4 ft. 8½ in.; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number	Aggregate length.
Iron bridges.....	2	212 Feet.
Wooden bridges.....	3	382 5-12
Wooden trestles.....	6	1,943
Total.....	11	2,537 5-12

EQUIPMENT.	Number leased.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	3	102,050 124,000 120,000	3	3
Total.....	3		3	3
First-class passenger cars.....	2	38,300	2	2
Baggage, mail and express cars.....	1	29,100	1	1
Total.....	3		3	3
Box freight cars.....	6	22,000 16,500		
Flat freight cars.....	6	to 19,000		
Dirt, 4-wheel cars.....	8	1,600		
Service cars.....	5	940		
Total.....	25			

Eames' vacuum air brake and Miller patent coupler on passenger cars.
 Patent safety split rail switch on all new switches, eleven in all. The others are the common two and three throw switch.

COOPERSTOWN AND CHARLOTTE VALLEY.

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Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	23
Length of steel rails laid during year in repairs, miles.....	1.09
Railroad crossing road over or under grade.....	1
Highway crossings at grade without protection.....	14
Highway crossing over or under grade.....	1
Overhead obstructions less than twenty feet above track.....	3

Passenger cars are heated by improved car stoves, lighted by improved oil lamps, and ventilated by top ventilation.

National Express Company runs over road. Pays by the 100 pounds.

No sleeping, parlor or hotel cars runs over line, except for two or three months in summer season, when Wagner Palace Car Company run over road. This company pays mileage at the rate of one cent per mile.

United States government pays for transportation of mails \$1,081.80 per year.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour.....	1,187
Grain.....	3,989
Meat and provisions.....	2,350
Live stock.....	587
Lumber.....	2,717
Pig and bar iron and steel.....	75
Coal and coke.....	10,367
Petroleum and other oils.....	583
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	2,817
All other manufactures.....	438
All other merchandise.....	1,899
All other agricultural products.....	3,876
All other articles not included above.....	5,499
Total	35,547

EMPLOYES.

Average number of persons employed (including officials) during the year..... 47

Officers of the Company.

Name.	Title.	Official Address.
D. E. SIVER.....	President and Treasurer.....	Cooperstown, N. Y.
J. K. LEANING.....	Vice-President.....	Cooperstown, N. Y.
E. M. HARRIS.....	General Manager.....	Cooperstown, N. Y.
GEO. BROOKS.....	Secretary and Superintendent.....	Cooperstown, N. Y.
R. W. ROUNDY.....	Gen. Freight Agt. and Trainmaster.....	Cooperstown Junc., N. Y.

Directors of the Company.

Name.	Residence.
DATUS E. SIVER.....	Cooperstown, N. Y.
EDWIN M. HARRIS.....	Cooperstown, N. Y.
JOHN K. LEANING.....	Cooperstown, N. Y.
GEORGE BROOKS.....	Cooperstown, N. Y.
J. FRED KENTLE.....	Cooperstown, N. Y.
J. WARREN LAMB.....	Cooperstown, N. Y.
GEO. L. GOULD.....	Cooperstown, N. Y.
EDWIN S. BUNDY.....	Cooperstown, N. Y.
JAMES W. TUCKER.....	Cooperstown, N. Y.
THOS. S. BLODGETT.....	Cooperstown, N. Y.
CHAS. R. BURCH.....	Cooperstown, N. Y.
GEO. N. BISKILL.....	Wilford, N. Y.
ROBT. ORR.....	West Davenport, N. Y.

Title of company, Cooperstown and Charlotte Valley Railroad Company.

General offices at Cooperstown, N. Y.

Date of close of fiscal year, June 30, 1891.

Date of stockholders' annual meeting, last Tuesday in December.

For information concerning this report, address George Brooks, Secretary.

COOPERSTOWN AND SUSQUEHANNA VALLEY.

LESSOR.

LESSEE — COOPERSTOWN AND CHARLOTTE VALLEY.

(Date of charter, February 25, 1885.)

The first meeting to take steps for building this road was held in Cooperstown, November 10, 1883.

Organization was perfected February 23, 1885. The towns of Otsego and Middlefield took \$350,000 of the stock; balance was taken by individuals.

The road was built under "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1880.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	3,500	\$350,000	.....
Issued for actual cash	3,010	\$301,000	\$301,000
Issued on account of construction	64	6,400	6,400
Cash received on account of thirty-two shares never paid in full .....	.....	.....	1,608
Total now outstanding	3,074	\$307,400	\$308,408

Number of stockholders..... 187

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
*First mort. bds...	May 1, 1888	30	p.c. 5	May & Nov.	\$300,000	\$199,000	\$196,051 11

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast		\$361,687 47
Bridges		25,772 29
Superstructure (including ties)		147,605 44
Rails		10,322 24
Land		4,869 68
Land damages		17,767 88
Fences		14,377 35
Passenger and freight stations		11,576 28
Engine, car-houses, shops, machinery and tools		6,055 68
Fuel and water stations		3,178 24
Engineering expenses		15,870 95
Telegraph line		1,998 44
Total cost of road		\$521,226 59

* Bonds sold at par, but on part of the sales a commission of two and one-half per cent was allowed.

EQUIPMENT.	
Locomotives	\$24,866 51
Passenger, mail, baggage and express cars	10,868 65
Freight and other cars	19,156 21
Total cost of equipment	\$45,881 37
Grand total cost of road and equipment	\$567,107 96

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road	\$521,226 59
Cost of equipment	45,881 37
Current assets, as follows, viz.:	
Due by agents	26,408 30
	\$593,516 26
LIABILITIES.	
Capital stock	\$308,406 00
Funded debt	199,600 00
Profit and loss (surplus)	85,511 26
	\$593,516 26

Officers of the Company.

Name.	Title.	Official Address.
HORACE LATHROP	President	Cooperstown, N. Y.
ALBERT LANE	Vice-President	Cooperstown, N. Y.
S. J. W. REYNOLDS	Secretary and Treasurer	Cooperstown, N. Y.

Directors of the Company.

Name.	Residence.
HORACE LATHROP	Cooperstown, N. Y.
SANDS SHUMWAY	Cooperstown, N. Y.
ALBERT LANE	Cooperstown, N. Y.
W. H. MICHAELS	Cooperstown, N. Y.
PETER PARSHALL	Cooperstown, N. Y.
ADRIEL MURPHY	Cooperstown, N. Y.
ALLEN GALLUP	Cooperstown, N. Y.
WHEELER DRAKE	Cooperstown, N. Y.
JOHN WOOD	Cooperstown, N. Y.
S. J. W. REYNOLDS	Cooperstown, N. Y.
THOS. W. THAYER	Cooperstown, N. Y.
FRANCIS HECOX	Oakville, N. Y.
LANCELOT TAYLOR	Fly Creek, N. Y.

Title of company, Cooperstown and Susquehanna Valley Railroad Company.

General offices at Cooperstown, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Tuesday in December.

For information concerning this report, address S. J. W. Reynolds, Secretary and Treasurer.

CORNING, COWANESQUE AND ANTRIM.

LESSOR.

LESSEE — FALLS BROOK COAL COMPANY.

(Date of charter, January 2, 1873.)

The first charter under which the Corning, Cowanesque and Antrim Railway Company holds its franchise was granted by chapter 191 of the Laws of New York, passed April 9, 1828, to the Tioga Coal, Iron, Mining and Manufacturing Company, with power to improve and navigate the Tioga or south branch of the Chemung river. That charter was amended in 1833, so as to authorize that company to construct a railroad from Lawrenceville, at the Pennsylvania State line, along the river to Corning, N. Y. The road was soon after constructed with a flat or "strap" rail. In the year 1851 the name of the company was changed by an act of the Legislature to that of the Corning and Blossburg Railroad Company. About the year 1862 the track was relaid with "T" rail. The road was afterward sold at sheriff's sale, and the company reorganized March 19, 1864, under the General Railroad Law of New York, as the Blossburg and Corning Railroad Company.

January 2, 1873, the line of this last-named company was consolidated with the line of the Wellsboro and Lawrenceville Railroad Company, forming, with other lines purchased and constructed in Pennsylvania, the present Corning, Cowanesque and Antrim railway, and which is now under lease to and operated by the Fall Brook Coal Company.

* Now deceased.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter.....	90,000	\$4,500,000	10,000	\$500,000
Issued on account of construction.....	2,000	\$100,000		
Issued for consolidation.....	22,000	1,100,000	10,000	\$500,000
Issued for Cowanesque Valley branch.....	6,000	300,000		
Issued for equipment, shops, materials and supplies.....	60,000	3,000,000		
Total now outstanding.....	90,000	\$4,500,000	10,000	\$500,000

Grand total of common and preferred stock now outstanding..... \$5,000,000
Number of stockholders..... 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Debenture bonds.....	May 1, 1898	15	p.c. 6	May 1, Nov. 1	\$1,250,000	\$890,000

Cost of Road and Equipment.

Total cost up to June 30, 1892..... \$5,000,000

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rental..... \$156,000

Payments from income, as follows, viz.:

Dividends declared, 12 per cent on \$500,000 preferred stock..... \$60,000
Dividends declared, 6 per cent on \$1,500,000 common stock..... 90,000
150,000 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road..... \$3,621,261 05
Cost of equipment..... 2,062,642 25
Real estate used for railroad purposes..... 177,564 52

Current assets, as follows, viz.:

Bills receivable..... \$890,000 00
Materials and supplies..... 152,229 50
1,042,229 50
\$5,906,747 65

LIABILITIES.

Capital stock..... \$5,000,000 00
Funded debt..... 890,000 00
Current liabilities..... 108,739 00
Profit and loss (surplus)..... 13,679 78
\$5,906,747 65

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEO. J. MAGEE.....	President.....	Corning, N. Y.
DANIEL BEACH.....	Vice-President and Treasurer.....	Corning, N. Y.
L. B. ROBINSON.....	Secretary.....	Corning, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
GEO. J. MAGEE	Watkins, N. Y.
DANIEL BEACH	Watkins, N. Y.
JOHN LANG.....	Watkins, N. Y.
DANIEL C. HOWELL.....	Bath, N. Y.
HENRY SHERWOOD.....	Wellsboro, Pa.
JOHN MAGEE.....	Watkins, N. Y.
D. S. ELLSWORTH.....	Watkins, N. Y.

Title of company, Corning, Cowanesque and Antrim Railway Company.

General offices at Watkins, N. Y.

Date of close of fiscal year, November 30.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report, address Daniel Beach, Treasurer.

CORNING, COWANESQUE AND ANTRIM.

LESSEE.

Lessee company organized under special act, Pamphlet Laws of Pennsylvania, 1869, page 745; Supplement, Pamphlet Laws of Pennsylvania, 1865, page 910; supplement, Pamphlet Laws of Pennsylvania, 1870, page 185; Laws of the State of New York, 1864, chapter 194; Laws of the State of New York, 1873, chapter 189.

* Cost of Equipment.

	Total cost up to June 30, 1892.
Locomotives.....	\$646,853 73
Passenger cars	50,670 00
Mail, baggage and express cars	35,675 00
Freight and other cars	1,422,408 55
Total cost of equipment.....	<u>\$3,068,608 28</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$815,898 56
Less operating expenses (excluding all taxes).....	580,041 46
Gross income from all sources	<u>\$235,857 10</u>
<i>Deductions from income, as follows, viz.:</i>	
Rentals paid Corning, Cowanesque and Antrim railway	\$150,000 00
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	17,855 01
	<u>167,855 01</u>
Surplus for year ending June 30, 1892	<u>\$117,997 09</u>

DETAILED STATEMENT OF RENTALS.

aid Corning Cowanesque and Antrim Railway Company for the year ending June 30, 1892.....	<u>\$150,000 00</u>
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* This equipment furnished by other parties and used on the line of this road, in connection with the operating of Pine Creek railway and the Syracuse, Geneva and Corning railway; total number of miles, 223.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local .....	.....	\$727,309 64	\$727,309 64
Passengers, through	\$14,833 23		
Passengers, local	61,477 92		
	\$76,311 15		76,311 15
Mail	6,672 42		6,672 42
Express	3,616 68		3,616 68
<i>Miscellaneous, as follows, viz.:</i>			
Switching charges .....	.....	1,126 62	1,126 62
Extra baggage	\$706 39		
Union News Company	135 40		
Morris Run mail	85 44		
Weighing machines	27 32		
	955 05		955 05
Total gross earnings	\$87,553 30	\$728,336 26	\$815,890 56

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$4,720 04	\$47,896 24	\$52,616 28
Steel rails and fastenings laid, 49 tons; cost	395 26	3,776 33	4,171 48
Repairs of roadbed	3,601 33	17,446 20	21,047 73
Repairs of bridges (including culverts and cattle-guards)	953 80	7,082 51	7,975 40
Repairs of stations, shops, docks, etc.	295 64	3,120 23	3,415 87
Repairs of fences	508 57	4,595 20	5,193 96
Other expenses for maintenance of way and structures	1,004 02	3,510 92	4,514 94
Total	\$11,473 74	\$87,467 91	\$98,941 65
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$3,809 94	\$44,954 55	\$48,764 49
Repairs of cars	4,015 73	15,323 31	19,339 04
Repairs of machinery and tools	369 15	2,041 95	2,411 10
Total	\$8,235 82	\$62,319 81	\$70,577 63
<i>Conducting transportation:</i>			
Wages of conductors and men	\$5,898 45	\$44,102 09	\$49,990 54
Wages of engineers and firemen	6,004 20	50,083 96	56,123 16
Fuel for locomotives	4,979 22	49,848 18	54,827 40
Oil and waste	506 65	3,254 47	3,763 12
Water supply	246 91	2,402 50	2,649 41
Other train supplies or expenses	319 73	2,450 64	2,770 37
Wages of station agents and clerks	3,047 66	16,002 75	19,050 41
Wages for labor at stations .....	.....	7,396 53	7,396 53
Station supplies	370 84	353 88	724 72
Wages of watchmen, flagmen and switchmen ..	797 98	9,064 73	9,862 71
Other expenses for conducting transportation ..	163 37	1,081 92	1,245 19
Total	\$32,426 01	\$186,430 87	\$308,846 53
<i>General expenses:</i>			
Salaries of general officers and clerks	\$4,986 77	\$37,291 10	\$42,277 87
General office expenses and supplies	935 26	3,909 54	4,844 80
Stationery and printing	523 52	1,873 73	2,397 25
Outside agencies and advertising	294 50	299 00	593 50
Legal expenses	161 14	655 87	816 91
Loss and damage of freight and baggage	79 63	136 50	216 13
Damage to cattle and property	61 03	137 08	198 11
Injuries to persons	723 29	433 54	1,156 83
Telegraph maintenance and operation	581 50	5,132 53	5,714 03
Mileage of cars of other companies (debit balance)	5,928 15	97,209 05	103,137 20
Other general expenses	18 40	64 10	82 50
Total	\$14,850 22	\$136,895 28	\$151,745 50
Grand total operating expenses	\$37,007 59	\$473,083 87	\$510,041 45

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	21,914	207,164	229,078
Number of passengers carried one mile.....	857,287	2,256,071	2,913,358
Number of tons of freight carried.....	3,581,168	179,436	3,760,604
Number of tons of freight carried one mile	120,003,922	3,392,537	123,396,460
Passenger train mileage.....	.....	.....	120,610
Freight train mileage .....	.....	.....	428,864
All other train mileage.....	.....	.....	82,547
Total train mileage.....	.....	.....	632,011

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$87,555 30	\$57,007 89	\$30,547 41
Average per passenger carried.....	3822	24885	13385
Average per passenger per mile.....	03005	01956	01049
Average per passenger train per mile.....	72593	47266	25327
Freight earnings and expenses (including miscellaneous earnings)	728,338 26	473,083 57	255,304 69
Average per ton of freight carried.....	19367	12578	06789
Average per ton of freight per mile	0059	00383	00207
Average per freight train per mile.....	1 69833	1 10301	59582

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.	.....	.....	.....
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.256	Cents. 2.725	Cents. 2.619
Average rate received per mile per ton for carrying freight, all classes .....	.582	.852	.581

Description of Road and Equipment.

TRACK.	MILES, ALL LEASED.	
	Length in N. Y. State.	Entire length.
Main line from Corning, N. Y., to Antrim, Pa., single track.....	15	53
Branches, or other roads, single track.....	.....	40.5
Total single track	15	93.5
Sidings and turnouts on main line	17.2	34.2
Sidings and turnouts on branches or other roads .....	.....	11.1
Total sidings and turnouts	17.2	45.3
Grand total of tracks, sidings and turnouts.....	32.2	139.8
Laid with steel rail, main line.....	15	53
Laid with steel rail, branches.....	.....	27.3
Laid with iron rail, branches.....	.....	13.2

Weight of rails per yard—steel, maximum, 76 lbs.; minimum, 63 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS:

NAME OF BRANCH OR ROAD.	From	To	Entire length outside New York State.	Owned or leased.	Miles laid with steel rail.
Fall Brook branch	Blossburg, Pa.	Fall Brook, Pa.	7 30	Leased ..	7 30
Cowanesque Valley branch	Lawrenceville, Pa.	Mills, Pa.	33.30	Leased ..	33.30

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges	19	430	70	2,930
Wooden bridges			37	1,440
Wooden trestles			31	1,716
Total	19	430	138	6,086

EQUIPMENT.	No., all leased.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	23	170,000	23	
Locomotives, 6 drivers	38	148,500	38	
Locomotives, 4 drivers	13	128,500	13	
Total	74		73	
First-class passenger cars	17		17	17
Second-class passenger cars	8		8	5
Baggage, mail and express cars	8		8	8
Total	33		33	30
Box freight cars	486			405
Stock freight cars	25			25
Coal freight cars	3065			1339
Flat freight cars	21			
Caboose, 4-wheel cars	47			
Caboose, 8-wheel cars	1			
Service cars	35		3	
Total	3690		3	1739

Westinghouse brake and Miller coupler in use on passenger cars; ordinary handbrake and Ames and Gould patent couplers in use on freight cars.
Lorenze improved switches are used on entire line of road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	16	52
Railroads crossing road at grade	1	2
Highway crossings at grade without protection	10	121
Highway crossings at grade protected by gates or flagmen	1	1
Highway crossings over or under grade		1
Overhead obstructions less than 30 feet above track		1

Passenger cars are heated by Martin anti-fire car heater and lighted by lamps burning head-light oil, and ventilated by ventilators in roof of cars.

American Express Company operate over road and pays first-class rates. Railroad company furnishes cars and keeps them in repair.

The Red line, Whit- line, Blue line, Nickel Plate line, Midland line, Merchants' Despatch line, West Shore line, Hoosic Tunnel line, Southwest Despatch line, operate over the road. Cars furnished by the several lines at regular mileage rates. Railroad company receives a pro rate of a fired through rate of freight. No preference given.

The company receives from the United States government for transportation of mails for main line, \$3,886.18 per annum; for Cherry Valley branch, \$2,451.49 per annum; for Fall Brook branch, \$381.31 per annum

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	279,745	7.4
Grain	171,830	4.6
Meats and provisions.....	10,944	0.3
Live stock	7,950	0.2
Lumber.....	274,888	7.3
Pig and bar iron and steel	53,986	1.4
Iron or other ores	127,691	3.4
Coal and coke	2,422,105	64.4
Petroleum and other oils.....	29,961	0.8
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	41,561	1.1
All other manufactures	80,711	2.1
All other merchandise.....	92,708	2.5
All other agricultural products	88,799	2.4
All other articles not included above.....	78,575	2.1
Total.....	3,760,604	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	86	5	41
Others, not passengers.....	1	.....	1
Total	87	5	42

EMPLOYES.

Average number of persons employed (including officials) during year..... 542
Aggregate amount of salaries and wages paid them..... \$297,767 79

Officers of the Fall Brook Coal Company.

Name.	Title.	Official Address.
GEORGE J. MAGEE	President	Corning, N. Y.
JOHN LANG	First Vice-Prest. and Treasurer.....	Corning, N. Y.
DANIEL BRACH	Second Vice-Prest. and Counsel	Corning, N. Y.
JOHN H. LANG	Secretary and Asst. Treasurer	Corning, N. Y.
GEO. J. R. BROWN.....	General Superintendent.....	Corning, N. Y.
ROBT. H. CANFIELD.....	Assistant Superintendent.....	Corning, N. Y.
E. F. KESSENER	Traffic Manager	Corning, N. Y.
JOHN D. LAWTON	Local Freight Agent.....	Corning, N. Y.
W. H. NORTHRUP	Passenger Agent	Corning, N. Y.
WM. NICHOLSON	Auditor.....	Corning, M. Y.
JOSEPH B. TERBELL	Car Accountant	Corning, N. Y.

Board of Managers of the Fall Brook Coal Company.

Name.	Residence.
GEORGE J. MAGEE.....	Watkins, N. Y.
DANIEL C. HOWELL.....	Bath, N. Y.
JOHN LANG	Watkins, N. Y.
DANIEL BRACH	Watkins, N. Y.
HENRY SHERWOOD.....	Wellsboro, Pa.
ALFRED L. EDWARDS.....	New York city.
JOHN MAGEE	Watkins, N. Y.

File of company, Fall Brook Coal Company, lessees.

General offices at Corning, N. Y.

Date of close of fiscal year, December 31.

For information concerning this report address John Lang, Treasurer.

DANVILLE AND MOUNT MORRIS.

(Charter filed in office Secretary of State, New York, October 21, 1891.)

The Danville and Mount Morris Railroad Company was incorporated October 21, 1891, as successor to the Erie and Genesee Valley Railroad Company (chartered January 4, 1868) under chapter 564, Laws of 1890, known as the Stock Corporation Law, pursuant to a plan of reorganization which is set out fully and at length in the certificate of incorporation, filed October 21, 1891, as aforesaid. The railroad was formerly operated by the New York, Lake Erie and Western Railroad Company, which surrendered possession on October 22, 1891. The railroad was not operated for a period of about six weeks thereafter, the new company having no facilities for that purpose.

During that time the necessary rolling stock was acquired and a connection was made with the Western New York and Pennsylvania Railroad Company by constructing a short line. Operations were begun about December 1, 1891, and have been continued ever since.

This report, therefore, covers the results of operations from December 1, 1891, to June 30, 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No of shares.	Total par value.
Issued for purchase of property to committee of Erie and Genesee Valley railroad bondholders	500	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.
			Rate.	When payable.	
Mortgage	Oct. 31, 1891	40	p.c. 5	May 1, Nov. 1	\$150,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Land		\$500 00	.....
Road built		1,567 44	.....
Sundries		385 38	.....
Cost of property on purchase from reorganization committee of Erie and Genesee Valley R. R. bondholders, October 21, 1891..		.....	190,000 00
Total cost of road		\$3,453 77	\$193,453 77
EQUIPMENT.			
Locomotives .....		.....	\$7,000 00
Passenger cars .....		.....	3,500 00
Mail, baggage and express cars .....		.....	1,300 00
Freight and other cars .....		.....	2,700 00
Total cost of equipment .....		.....	\$14,400 00
Grand total cost of road and equipment		\$3,453 77	\$206,853 77

DANVILLE AND MOUNT MORRIS.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$5,471 80
Less operating expenses	7,885 84
Deficit from operation.....	\$2,384 04

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$2,883 76	\$2,883 76
Passengers, all local	\$2,491 53		2,491 53
Express	94 08		94 08
Mileage	53 50		53 50
Total gross earnings	\$2,638 04	\$2,883 76	\$5,471 80

OPERATING EXPENSES.

Maintenance of way and structures.....	\$155 32
Maintenance of equipment.....	240 52
Conducting transportation:	
Wages of employes.....	\$4,312 91
Fuel for locomotives	577 22
Other expenses for conducting transportation.....	826 06
Total	\$5,426 29
* General expenses and taxes	\$2,081 11
Grand total operating expenses.....	\$7,855 84

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$122,453 77
Cost of equipment.....	14,400 00
Current assets, as follows, viz.:	
Due by agents	\$187 48
Open accounts.....	287 84
	475 32
First mortgage bonds on hand	10,000 00
Profit and loss (deficiency)	2,384 04
	\$219,712 13

LIABILITIES.

Capital stock	\$50,000 00
Funded debt.....	150,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay rolls	810 55
Open accounts, W. N. Y. & P. E. R.	190 61
Loans and bills payable.....	16,500 00
Cash overdrafts	2,310 97
	\$219,712 13

Traffic and Mileage Statistics.

ITEM.

	All local.
Number of passengers carried.....	9,323
Number of passengers carried one mile.....	107,009
Number of tons of freight carried.....	7,032,054
Number of tons of freight carried one mile.....	82,245

* These expenses largely consist of items necessarily incurred upon the incorporation of a new railroad company, and are such as will not occur annually in the operation of the road.

Description of Road and Equipment.

TRACK.		Miles owned all in N. Y. State.
Main line from Dansville, Mount Morris town line, single track		12.
Branches, or other roads, laid single track .....		.341
Sidings and turnouts on main line		1,750
Grand total of tracks, sidings and turnouts		14.091
Laid with steel rail, branches or other roads .....		.341
Laid with iron rail, main line		12.

Average life of ties, 4 years; weight of rails per yard—steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rails.
Junction connecting with W. N. Y. & P. R. R., near Sawyer ...	Near Sawyer ...	W. N. Y. & P. R. R.	.284	Owned.	.284
Junction connecting with Delaware, Lackw'na & West. R. R. .	Near McNair's..	D., L. & W. R. R.	.057	Owned.	.057

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	1	<i>Feet.</i> 40
Wooden trestles	41	840
Total	42	880

EQUIPMENT.	Number owned.	Maximum weight of each in lbs.	No. equipped with patent brakes.
Locomotives, 6 drivers	1	106,000	1
Locomotives, 4 drivers	1	94,000	1
Totals	2		1
First-class passenger cars	2	40,000	2
Baggage, mail and express cars	1	30,000	1
Totals	3		3
Box freight cars	12	24,000	12
Total	12		12

Air brake and Miller coupler on passenger cars and link and pin on freight cars.
Standard Erie switch exclusively in use on road

Miscellaneous Statistics.

ITEM.

* Entire line in
N. Y. State.

Road constructed and opened for business, if any, during the year, miles..... .341

Passenger cars are heated by stoves, lighted with oil and ventilated in top of car.
American Express Company operate at first-class freight rates.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Grain	48
Lumber	90
Pig and bar iron and steel	15
Coal and coke	4,000
Petroleum and other oils	16
All other merchandise	53,054
All other agricultural products	1,800
All other articles not included above	1,000
Total	7,032,054

EMPLOYEES.

Average number of persons employed (including officials) during year..... 13

Officers of the Company.

Name.	Title.	Official Address.
* E. P. C. LEWIS.....	President	Hoboken, N. J.
AUG. STEIN	Vice-Pres. and Treas..	60 Broadway (Room 103), New York city.
A. S. MURRAY, Jr.....	Sec'y and Counsel.....	83 Nassau street, New York city.
B. P. HUMPHREY	Superintendent.....	Attica, N. Y.

Directors of the Company.

Name.	Residence.
LOCUTUS N. BANGE	Buffalo, N. Y.
A. S. MURRAY, Jr.....	New York city.
AUG. STEIN	Hoboken, N. J.
* E. P. C. LEWIS.....	Hoboken, N. J.
E. A. STEVENS.....	Hoboken, N. J.
GEO. FRIEVELD	Brooklyn, N. Y.
C. E. TOLHURST	Rutherford, N. J.
F. W. PRINE	Dansville, N. Y.
CHAS. SHEPARD.....	Dansville, N. Y.

Title of company. The Dansville and Mount Morris Railroad Company.

General offices at 60 Broadway (Room 103), New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday after fifteenth day of October.

For information concerning this report, address Aug. Stein, Vice-President.

DELAWARE AND OTSEGO.

LESSOR.

LESSEE — ULSTER AND DELAWARE.

(Date of charter, May 5, 1887.)

No work has been done toward the construction of this road since about April 1, 1890.

The section of road extending from Hobart to Bloomville (both in Delaware county, New York) is now operated by the Ulster and Delaware Railroad Company, under a lease bearing date May 1, 1891. The terms and conditions are as follows:

The lessee company to put the roadbed in condition to be operated, at their own expense, and operate the same with their own equipment, for the term of one year, or until the earnings, less paying expenses of operation, are sufficient to pay the lessee company for the outlay.

In consideration of the outlay by the lessee company no rental to be paid the lessor company. Road was opened for business May 20, 1891.

The earnings and expenses are included in report of the Ulster and Delaware Railroad Company.

* Died since close of fiscal year.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash	630	\$68,000	\$68,000
Issued on account of construction.....	50	5,000	.....
Total now outstanding.....	730	\$73,000	\$68,000

Number of stockholders 19

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$10 00	\$141,166 56
Bridges		16,216 79
Superstructure (including ties).....		17,302 46
Rails		68,884 78
Land		60 50
Land damages.....	*7 04	26,585 29
Fences		992 83
Passenger and freight stations		170 01
Engineering expenses.....		8,111 75
Interest and discount charged to construction.....	1,819 14	10,297 79
Total cost of road.....	\$1,829 10	\$388,658 71

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Expenses	\$10 00
Interest on account of construction.....	1,819 14
	\$1,829 14
Less excess charged to land and damages.....	7 04
	\$1,822 10

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$388,658 71
Current assets, as follows, viz.:	
Cash on hand.....	159 59
	\$388,818 30
LIABILITIES.	
Capital stock.....	\$73,000 00
Current liabilities, as follows, viz.:	
Audited vouchers and pay-rolls.....	\$185,059 87
Loans and bills payable.....	75,758 43
	210,818 30
	\$388,818 30

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL W. ANDREWS.....	President.....	New York city.
SAMUEL G. DIMMICK	Vice-President and Secretary...	Rondout, N. Y.
JAMES H. JONES.....	General Superintendent	Rondout, N. Y.
R. B. JONES.....	Treasurer	Rondout, N. Y.

* Credit.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
SAMUEL W. ANDREWS.....	New York city.
CHARLES BRAY.....	Kingston, N. Y.
G. D. B. HASEBROUCK.....	Rondout, N. Y.
SAMUEL G. DIMMICK.....	Kingston, N. Y.
HENRY C. SOOP.....	Kingston, N. Y.
WM. B. PETERS.....	Bloomville, N. Y.
JAMES S. KEER.....	South Kortright, N. Y.
HENRY DAVIS.....	Delhi, N. Y.
J. H. THOMPSON.....	East Meredith, N. Y.
W. S. ROBERTS.....	East Meredith, N. Y.
ALBERT MORRIS.....	Oneonta, N. Y.
GEORGE I. WILKER.....	Oneonta, N. Y.
A. C. LEWIS.....	Oneonta, N. Y.

Title of company, Delaware and Otsego Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday after first Sunday in December.

For information concerning this report, address R. B. Jones, Treasurer.

DELAWARE, LACKAWANNA AND WESTERN.

LESSEE.

This report is made by the Delaware, Lackawanna and Western Railroad Company, as lessee of the following roads in the State of New York, as to the operation thereof:

1. The Valley Railroad.
2. The New York, Lackawanna and Western Railway.
3. The Cayuga and Susquehanna Railroad.
4. The Greene Railroad.
5. The Utica, Chenango and Susquehanna Valley Railway.
6. The Oswego and Syracuse Railroad.

Income Account for Year Ending, June 30, 1892.

Gross earnings from operation.....	\$8,286,118 85
Less operating expenses (excluding all taxes).....	4,184,945 09
Gross income from all sources.....	\$4,061,888 16
<i>Deductions from income, as follows, viz.:</i>	
Rentals.....	\$2,174,996 00
Taxes on property used in operation of road.....	198,468 07
Taxes on earnings and capital stock.....	30,217 58
	2,398,676 65
Surplus for year ending June 30, 1892, assumed by lessee.....	\$1,663,191 51

DETAILED STATEMENT OF RENTALS.

<i>Valley Railroad:</i>	
Twelve months' interest on \$750,000 stock at five per cent.....	\$37,500 00
Twelve months' interest on \$400,000 bond at five per cent.....	20,000 00
<i>New York, Lackawanna and Western Railway:</i>	
Twelve months' interest on \$10,000,000 stock at five per cent.....	500,000 00
Twelve months' interest on \$12,000,000 bonds at six per cent.....	720,000 00
Twelve months' interest on \$5,000,000 bonds at five per cent.....	250,000 00
Twelve months' interest on \$4,350,000 bonds at four per cent.....	144,000 00
<i>Cayuga and Susquehanna Railroad:</i>	
Twelve months' rental paid lessor directly.....	54,600 00
<i>Greene Railroad:</i>	
Twelve months' interest on \$200,000 stock at six per cent.....	12,000 00
Twelve months' interest on \$200,000 bonds at seven per cent.....	14,000 00
<i>Utica, Chenango and Susquehanna Valley Railway:</i>	
Twelve months' interest on \$4,000,000 stock at six per cent.....	240,000 00
<i>Oswego and Syracuse Railroad:</i>	
Twelve months' interest on \$1,220,400 stock at nine per cent.....	118,836 00
Twelve months' interest on \$428,000 bonds at seven per cent.....	30,060 00
Twelve months' interest on \$668,000 bonds at five per cent.....	33,400 00
Total amount of rentals deducted from income.....	\$2,174,996 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$6,027,055 80		
Freight, local	461,790 66		
Passengers, through	\$340,088 96		
Passengers, local	486,167 16		
Mail	\$836,256 12		836,256 12
Express	88,746 71		88,746 71
	194,489 22		194,489 22
Miscellaneous as follows, viz.:			
Lands	7,533 97	56,496 04	64,030 01
Rents	4,890 24	12,564 62	17,454 86
Telegraph	267 16	637 00	904 16
Storage	1,890 08	3,430 28	4,750 31
Total gross earnings	\$1,073,499 50	\$7,162,614 35	\$8,236,113 85

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	\$34,442 70	\$88,566 93	\$123,009 63
Steel rails laid, 8,236 tons, cost, \$236,219.07	62,674 16	161,162 13	233,836 29
Repairs of roadbed	80,202 98	206,236 12	286,439 06
Repairs of bridges (including culverts and cattle-guards)	15,194 37	39,071 25	54,265 62
Repairs of stations, shops, docks, etc.	34,537 52	88,785 06	123,322 58
Repairs of fences	11,264 09	28,966 34	40,230 43
Other expenses for maintenance of way and structures	172 33	443 15	615 48
Total	\$338,478 70	\$613,230 98	\$951,709 68
Maintenance of equipment:			
Repairs of locomotives	\$58,504 72	\$167,380 65	\$225,885 37
Repairs of cars	57,846 38	263,454 64	321,301 02
Repairs of machinery and tools	10,606 68	27,279 47	37,886 15
Other expenses for maintenance of equipment	1,067 49	3,719 26	3,776 75
Total	\$128,017 27	\$460,834 22	\$588,851 49
Conducting transportation:			
Wages of conductor and men	\$62,256 21	\$238,294 45	\$300,550 66
Wages of engineers and firemen	73,683 54	289,966 42	363,649 96
Fuel for locomotives	129,303 48	446,169 64	575,473 12
Oil and waste	5,296 55	17,349 90	22,646 45
Water supply	5,278 96	18,574 47	23,853 43
Other train supplies or expenses	38,225 16	56,881 16	95,106 32
Wages of station agents and clerks	155,963 34	397,474 58	553,437 92
Station supplies	5,769 26	14,835 20	20,604 46
Wages of watchmen, flagmen and switchmen ..	50,320 52	129,395 64	179,716 16
Other expenses for conducting transportation ..	162 73	418 44	581 17
Total	\$520,258 75	\$1,597,359 90	\$2,117,618 65
General expenses:			
Salaries of general officers and clerks	\$23,694 41	\$60,902 78	\$84,597 19
General office expenses and supplies	1,973 83	5,075 56	7,049 39
Stationery and printing	3,069 21	7,893 26	10,962 47
Outside agencies and advertising	45,751 83	117,647 58	163,399 41
Legal expenses	8,592 56	22,095 15	30,687 71
Loss and damage of freight and baggage, and damage to cattle and property	3,746 67	9,634 30	13,380 97
Injuries to persons	7,068 04	4,639 05	11,707 09
Telegraph maintenance and operation	11,249 38	28,926 96	40,176 34
Mileage of cars of other companies (debit balance)	16,870 01	13,380 03	30,250 04
Other general expenses	10,187 82	193,478 44	203,666 26
Total	\$132,193 76	\$493,872 11	\$625,065 87
Grand total operating expenses	\$1,018,948 48	\$3,155,297 21	\$4,184,245 69

DELAWARE, LACKAWANNA AND WESTERN.

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Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	162,840	1,068,179	1,216,019
Number of passengers carried one mile	22,344,854	22,519,480	44,864,144
Number of tons of freight carried	5,637,081	712,536	6,349,556
Number of tons of freight carried one mile	780,497,415	46,554,774	827,052,189
Passenger train mileage .....	.....	.....	1,323,480
Freight train mileage .....	.....	.....	3,336,608
All other train mileage.....	.....	.....	1,792,465
Total train mileage.....	.....	.....	6,451,687

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$1,073,499 50	\$1,018,948 48	\$54,551 02
Average per passenger carried	88	88	05
Average per passenger per mile	0239	0227	0012
Average per passenger train per mile.....	81	77	04
Freight earnings and expenses (including miscellaneous earnings).....	7,162,614 35	3,165,297 21	3,997,317 14
Average per ton of freight carried	1 12	49	63
Average per ton of freight per mile.....	00866	00863	00484
Average per freight train per mile.....	2 14	94	1 20

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class.....	Cents. 3.	Cents. 3.	Cents. 3.
Average rate received per mile for carrying passengers, second-class	2.	2.	2.
Average rate received per mile for carrying passengers, all classes.....	1.522	* 2.158	1.841
Average rate received per mile per ton for carrying freight, all classes	0.849	0.993	0.867

Description of Road and Equipment.

TRACK.	MILES LEASED.	
	Length in N. Y. State.	Entire length.
In line, leased by the Delaware, Lackawanna and Western Railroad Co.....	394.33	400.74
Second track	218.19	224.60
Sidings and turnouts	192.98	192.98
Grand total of tracks, sidings and turnouts	805.50	818.27
Laid with steel rail, main line.....	612.52	625.84

average life of rails — steel, 12 years; iron, 6 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 75 lbs.; minimum, 56 lbs.; iron, maximum, 60 lbs.; minimum, 48 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF LEASED ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Miles of double track.	Miles laid with steel rail.
Valley R. R.	Penn State line.....	Binghamton.....	11.64	11.64	11.64	23.28
New York, Lack. & West Ry.	Binghamton	Buffalo	200.58	206.99	200.58	401.16
Buff. city lines & Owego br.	.....	.....	7.21	7.21	5.97	13.18
Cay. & Susquehanna R. R.	Susquehanna river.	Ithaca	34.41	34.41	.....	34.41
Greene R. R.	Chenango Forks	Greene.....	8.10	8.10	.....	8.10
Utica, Che. & Susq. Val. Ry.	Greene	Utica.....	75.66	75.66	.....	75.66
Richfield Springs branch....	.....	.....	21.75	21.75	.....	21.75
Oswego & Syracuse R. R.	Syracuse	Oswego.....	34.98	34.98	.....	34.98
			394.33	400.74	218.19	612.52

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges	189	23,907	197	24,502
Wooden bridges.....	65	2,165	65	2,165
Wooden trestles	39	7,583	39	7,583
Total	293	33,655	301	34,250

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	6	\$11,500	188,000	12	5	.....
Locomotives, 6 drivers	118	10,755	160,000	12	76	.....
Locomotives, 4 drivers	51	12,210	154,000	12	47	.....
Total	175	.....	.....	.....	128	.....
First-class passenger cars	35	\$4,400	45,000	10	35	35
Second-class passenger cars	26	4,400	45,000	10	26	26
Baggage, mail and express cars	46	2,700	30,000	10	46	46
Total	107	.....	.....	.....	107	107
Box freight cars	3,794	\$590	23,100	10	.....	199
Stock freight cars	210	503	22,100	10	.....	.....
Coal freight cars	1,456	527	20,500	10	.....	385
Flat freight cars	1,099	502	18,300	10	.....	46
Caboose, 4-wheel cars	70	639	10,000	10	.....	.....
Caboose, 8-wheel cars	6	800	18,000	10	.....	.....
Service cars	101	126	4,560	10	.....	.....
Total	6,736	.....	.....	.....	.....	630

Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler; freight cars with hand brake and link coupler, also with Miller & Gould patent coupler. Wharton and split switches on entire line.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	245	251
Length of steel rails laid during the year in repairs, miles	53.24	53.24
Railroads crossing road at grade	17	17
Railroads crossing road over or under grade	19	21
Highway crossings at grade without protection	268	272
Highway crossings at grade protected by gates or flagmen	80	81
Highway crossings over or under grade	47	52
Overhead obstructions less than twenty feet above track	11	13

Passenger cars are heated by steam, lighted by oil lamps and Pintsch gas and ventilated by transom ventilators.

United States Express and Produce Despatch run over lines at about \$16,000 per month.

Sleeping and parlor or hotel cars run over line and are owned jointly by this company and Pullman's Palace Car Company under an agreement, dividing net earnings equally; rates made by said Pullman's Car Company.

The Lackawanna line, the Great Eastern line, the Lackawanna Live Stock Express Company, the New York Despatch Refrigerator Company, the American Refrigerator Transit Company run over company's lines, pro rates. Use of track, etc., same conditions as with all other cars. With the Lackawanna and Great Eastern lines both cars of this company and of said lines are used. The three other lines supply all the cars; all are paid for on mileage basis. Said cars and freight are moved on same trains with the through freight.

Received from the United States government for transportation of mails, from July 1, 1899, about \$38,700 per annum per allotments.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	108,815	1.64
Grain	189,943	2.98
Meats and provisions	204,208	4.79
Live stock	174,929	2.75
Lumber	237,994	5.16
Pig and bar iron and steel	204,880	3.32
Iron or other ores	25,641	0.40
Coal and coke	3,746,943	59.01
Petroleum and other oils	34,908	0.55
Manufactures	154,377	2.43
All other merchandise	292,339	4.61
All other agricultural products	228,820	3.60
All other articles not included above	561,759	8.85
Total	6,349,556	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Employees	20	6	26
Others, not passengers	4	23	27
Total	24	29	53

EMPLOYEES.

Average number of persons employed (including officials) during year	4,211
Aggregate amount of salaries and wages paid them during year	\$1,908,602 53

Title of lessee company. The Delaware, Lackawanna and Western Railroad Company.
General offices at 26 Exchange place, New York city.
For information concerning this report, address Fred F. Chambers, Secretary.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG.

(Date of charter, December 31, 1872.)

The Dunkirk, Allegheny Valley and Pittsburg Railroad Company was organized December 31, 1872, by the consolidation of the Dunkirk, Warren and Pittsburg Railway Company and the Warren and Venango Railroad Company, a corporation formed under the laws of the State of Pennsylvania.

The Dunkirk, Warren and Pittsburg Railway Company was formed May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburg Railroad Company, a corporation organized under the laws of the State of New York, and the Conewango Valley Railroad Company, a corporation organized under the laws of the State of Pennsylvania.

The Dunkirk, Allegheny Valley and Pittsburg railroad was leased January 3, 1873, for 501 years from December 1, 1872, to the New York Central and Hudson River Railroad Company, consideration being seven per cent on \$2,900,000 bonds, and one and one-half per cent on \$1,300,000 capital stock.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued on account of construction and now outstanding	13,000	\$1,300,000	\$1,300,000
Number of stockholders			21

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	1870	30	p.c.	June & Dec.	\$2,000,000	\$2,000,000	\$2,000,000
Second mortgage	1872	28	7	April & Oct.	1,000,000	700,000	700,000
Third mortgage	1872	28	7	April & Oct.	300,000	200,000	200,000
Total					\$3,200,000	\$2,900,000	\$2,900,000

Cost of Road and Equipment.

Total cost of road	\$4,273,531 67
Total cost of equipment	263,735 00
*Grand total cost of road and equipment	\$4,541,266 67

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$378,893 42
Less operating expenses (excluding all taxes)	195,180 25
Net earnings from operation	\$183,713 17
Income from other sources as follows, viz.:	
Miscellaneous	143 00
Gross income from all sources	\$183,856 17
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	\$8,750 63
Taxes on earnings and capital stock	1,080 13
	9,780 76
Net income from all sources	\$174,074 41
Less amount credited New York Central and Hudson River Railroad Company for use of cars from April, 1872, to April, 1890	137,885 33
Deficit for year ending June 30, 1892	\$63,810 92

* This company was formed by the consolidation of three other companies, as above stated. These companies kept no account of the distribution of their construction and equipment expenditures, and this company is, therefore, unable to give any details.

DUNKIRK, ALLEGHENY AND PITTSBURG.

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General Income Account.

Deficit for year ending June 30, 1892	\$63,810 02
Surplus up to June 30, 1891	179,620 91
Total surplus June 30, 1892	\$115,809 99

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through..... \$133,062 56			
Freight, local..... 42,919 37			
		\$175,981 93	\$175,981 93
Passengers, through..... \$6,980 00			
Passengers, local..... 85,211 02			
	\$92,150 02		92,150 02
Mail..... 7,569 94			7,569 94
Express..... 2,475 50			2,475 50
Miscellaneous, as follows, viz.:			
Excess baggage..... 716 08			716 08
Total gross earnings.....	\$102,911 49	\$175,981 93	\$278,893 42

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$23,590 07	\$19,300 97	\$42,891 04
Repairs of roadbed.....	2,855 26	2,396 13	5,191 39
Repairs of bridges (including culverts and cattle guards).....	4,505 29	3,686 15	8,191 44
Repairs of stations, shops, docks, etc.....	2,593 05	3,406 00	5,999 05
Repairs of fences.....	1,470 08	1,302 79	2,672 87
Other expenses for maintenance of way and structures.....	995 49	814 50	1,809 99
Total	\$36,009 24	\$30,746 54	\$66,755 78

Maintenance of equipment:

Repairs of locomotives.....	\$1,134 07	\$890 64	\$2,024 71
Repairs of cars.....	2,565 87	6,642 63	9,208 50
Repairs of machinery and tools.....	114 21	93 44	207 65
Other expenses for maintenance of equipment.....	2,916 50	2,386 24	5,302 74
Total	\$6,730 65	\$10,012 95	\$16,743 60

Conducting transportation:

Wages of conductors and men.....	\$4,781 30	\$9,956 00	\$14,737 30
Wages of engineers and firemen.....	7,727 95	11,05 08	19,433 03
Fuel for locomotives.....	4,542 27	10,584 82	15,127 09
Oil and waste.....	758 08	620 25	1,378 33
Water supply.....	884 35	682 66	1,517 01
Other train supplies or expenses.....	99 88	167 31	267 19
Wages of station agents and clerks.....	3,323 50	9,027 90	12,351 40
Wages for labor at stations.....	1,664 91	4,992 23	6,657 14
Station supplies.....	351 93	409 38	661 31
Wages of watchmen, flagmen and switchmen.....	581 05	581 17	1,162 22
Other expenses for conducting transportation.....	1,368 74	3,359 47	4,628 21
Total	\$25,933 96	\$51,086 27	\$77,920 23

General expenses:

Salaries of general officers and clerks.....	\$6,155 83	\$5,032 59	\$11,192 42
General office expenses and supplies.....	290 08	188 25	418 33
Stationery and printing.....	1,303 11	1,218 69	2,521 80
Outside agencies and advertising.....	226 49	140 77	367 26
Legal expenses.....	218 97	179 14	398 11
Loss and damage of freight and baggage.....	14 00	450 55	464 55
Damage to cattle and property.....	569 11	712 85	1,275 96
Injuries to persons.....		51 25	51 25
Telegraph maintenance and operation.....	3,981 44	3,922 65	7,904 09
Message of cars of other companies (debit balance).....	15 00	8,377 92	8,392 92
Other general expenses.....	425 68	348 27	773 95
Total	\$13,139 71	\$20,626 98	\$33,766 64
Gross total operating expenses.....	\$81,807 56	\$113,372 09	\$195,180 25

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$4,278,581 67
Cost of equipment.....		268,735 00

Current assets, as follows, viz.:

Cash on hand.....	\$12,768 27	
Due by agents.....	8,515 61	
Open accounts.....	6,489 06	
Materials and supplies	12,007 41	
		39,717 35
		<u>\$4,580,973 99</u>

LIABILITIES.

Capital stock.....	\$1,300,000 00
Funded debt.....	2,900,000 00

Current liabilities, as follows, viz.:

Audited vouchers and pay-rolls	\$19,921 68	
Open accounts.....	2,779 99	
Loans and bills payable.....	243,463 88	
		265,164 00
Profit and loss (surplus)		115,809 99
		<u>\$4,580,973 99</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	9,291	212,589	221,740
Number of passengers carried one mile.....	296,957	3,343,651	3,630,608
Number of tons of freight carried	190,238	66,207	256,400
Number of tons of freight carried one mile....	10,989,532	1,665,457	12,604,979
Passenger train mileage			136,351
Freight train mileage			101,432
All other train mileage.....			13,563
Total train mileage.....			<u>241,346</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$103,911 49	\$81,807 56	\$21,108 93
Average per passenger carried.....	46	37	09
Average per passenger per mile	023	023	006
Average per passenger train per mile.....	81	64	17
Freight earnings and expenses (including miscellaneous earnings)	175,951 93	113,379 69	62,500 24
Average per ton of freight carried.....	6861	4430	2441
Average per ton of freight per mile.....	014	009	005
Average per freight train per mile.....	1 735	1 118	617

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.418	Cents. 2.548	Cents. 2.538
Average rate received per mile per ton for carrying freight, all classes	1.22	2.58	1.40

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	In New York State.	Entire length.
Main line from Dunkirk, N. Y., to Oil City, Pa., single track	42.3	90.6
Sidings and turnouts on main line.....	5.6	15.4
Grand total of tracks, sidings and turnouts	47.9	106
Laid with steel rails, main line	42.3	90.6

Average life of rails—steel 15 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 60 pounds, minimum, 56 pounds; iron, maximum, 60 pounds, minimum, 56 pounds; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	7	<i>Feet.</i> 687	11	<i>Feet.</i> 1,105
Wooden bridges	10	1,004	15	1,639
Wooden trestles	6	538	22	3,853
Total	23	2,229	48	6,597

EQUIPMENT.	Number owned.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	10	120,150	20	8	.....
First-class passenger cars	5	.....	.....	5	5
Second-class passenger cars	11	.....	.....	11	11
Baggage, mail and express cars	3	.....	.....	2	3
Total	19	.....	.....	18	19
Box freight cars	101	.....	.....	.....	.....
Bark-rack freight cars	1	.....	.....	.....	.....
Coal freight cars	14	.....	.....	.....	.....
Flat freight cars	48	.....	.....	.....	.....
Caboose, 3-wheel	4	.....	.....	.....	.....
Service cars	3	.....	.....	.....	.....
Total	171	.....	.....	.....	.....

Passenger cars equipped with Miller coupler and Westinghouse air brake; freight cars with wheel and chain brake.

Stub switches are in use on road, but safety split switches are put in for all renewals.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Crossings crossing road at grade	4	5
Crossings crossing road over or under grade .....	.....	1
Sway crossings at grade without protection	29	64
Sway crossings at grade protected by gates or flagmen	1	1
Sway crossings over or under grade	1	3
Head obstructions less than twenty feet above track .....	.....	1

REPORT OF THE RAILROAD COMMISSIONERS.

Passenger cars are heated by Martin anti-fire car heater, lighted by lamps and ventilated by slat ventilators.

American Express Co. runs over this road at one and one-half times first-class rates.

Freight or transportation companies running over this line are as follows: Red Line Transit Co., Merchants' Despatch Transportation Co., Nickel Plate Line, Empire Line, Green Line.

Compensation from United States government for transportation of mails based on average daily weight carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	2,970	1.16
Grain	7,828	3.05
Meats and provisions	3,570	1.39
Live stock	2,051	.80
Lumber	87,365	34.06
Pig and bar iron and steel	2,701	1.05
Iron and other ores	189	.07
Coal and coke	28,075	14.85
Petroleum and other oils	61,027	23.79
Manufactures	11,458	4.47
All other merchandise	11,458	4.47
All other agricultural products	9,883	3.85
All other articles not included above	17,924	6.99
Total	256,500	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	11	2	13
Others, not passengers	2	.....	2
Total	18	2	15

EMPLOYEES.

Average number of persons employed (including officials) during year..... 220
 Aggregate amount of salaries and wages paid them during year..... \$126,011 13

Officers of the Company.

Name.	Title.	Official Address.
CHAUNCEY M. DEFEW	President	Grand Central station, New York city.
H. WALTER WEBB	Vice-President	Grand Central station, New York city.
DWIGHT W. PARDEE	Secretary	Grand Central station, New York city.
E. V. W. ROSSITER	Treasurer	Grand Central station, New York city.
JOHN CARSTENSEN	Comptroller	Grand Central station, New York city.

Directors of the Company.

Name.	Residence.
CHAUNCEY M. DEFEW	New York city.
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK VANDERBILT	New York city.
EDWIN D. WORCESTER	New York city.
CHARLES C. CLARKE	New York city.
HORACE J. HAYDEN	New York city.
SAMUEL F. BARGES	New York city.
H. WALTER WEBB	New York city.
DWIGHT W. PARDEE	Brooklyn, N. Y.
DARWIN THAYER	Fredonia, N. Y.
OSCAR W. JOHNSON	Fredonia, N. Y.
RASSELAS BROWN	Warren, Pa.

Title of company, Dunkirk, Allegheny Valley and Pittsburg Railroad Company.

General offices at Dunkirk, N. Y.; principal office, Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in December.

For information concerning this report address John Carstensen, Comptroller, Grand Central station, New York city.

ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 7, 1884.)

Incorporated on March 7, 1884, under the General Railroad Act of 1880. Purchased of Austin Corbin and J. Rogers Maxwell the lease of the Canal Railroad Company, extending from Elmira to Horseheads; also purchased from same parties line of road extending from Horseheads to Cortland, formerly owned by the Utica, Ithaca and Elmira Railway Company; also purchased from same parties lease for eighty-five years of line extending from Cortland to DeRuyter, owned by the New York, Ontario and Western Railway Company, upon which the rents for the whole period have been commuted and paid in advance; also purchased from same parties the line of road extending from DeRuyter to Canastota, formerly owned by the Canastota, Canastota and DeRuyter Railway Company.

This company has constructed no new lines.

August 18, 1896, this company leased, during the continuance of its corporate existence, the Canastota Northern Railroad, extending 20.78 miles from Canastota to Camden.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter, issued for purchase price and now outstanding.....	90,000	\$2,000,000
Number of stockholders		25

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First preferred mort. bonds....	April 1, 1884	30	p.c. 6	Apr. 1 & Oct. 1.	\$750,000	\$750,000
First mortgage bonds	April 1, 1884	30	5	Apr. 1 & Oct. 1.	1,250,000	1,250,000
Total.....					\$2,000,000	\$2,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Right of way		\$39 68
Superstructure (including ties).....	\$51 49	18,213 90
Earthwork	83 34	11,789 90
Land	29,062 39	65,715 88
Passenger and freight stations.....		22,661 75
Engine and car houses		10,660 68
Signs, machinery and tools.....	461 82	15,393 85
Fuel and water stations.....		5,216 44
Total cost of road.....	\$22,548 96	\$149,806 88

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment - (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives .....	.....	\$189,142 45
Passenger cars .....	.....	15,681 44
Mail, baggage and express cars .....	.....	1,679 38
Freight and other cars	\$1,110 26	69,178 54
Total cost of equipment	\$1,110 26	\$335,681 75
Cost of road and equipment at date of purchase	*1,000 00	3,989,371 23
Grand total cost of road and equipment	\$23,659 22	\$4,314,986 85

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New switches, superstructures (including ties)		\$51 42
New switches, rails		32 34
Land at Cortland (Randall property)	\$12,500 00	
Land at Elmira (Biggs property)	10,000 00	
Land at Vienna	417 38	
Land at Horseheads	85 00	
Addition to Cortland shops		22,952 36
One new box car built		461 32
One new gondola car built		626 30
		443 46
		\$34,659 22
Credit:		
Cost of road and equipment at date of purchase, house and lot at Horseheads sold		\$1,000 00
Total		\$23,659 22

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$395,319 06
Less operating expenses (excluding all taxes)		256,654 56
Net earnings from operation		\$138,664 50
Income from other sources as follows, viz.:		
Rents	\$329 64	
Miscellaneous	170 30	
		499 94
Gross income from all sources		\$139,164 44
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued	\$46,400 00	
Rentals	18,000 00	
Taxes on property used in operation of road	\$18,101 02	
Taxes on earnings and capital stock	1,114 71	
Salaries and expenses of Railroad Commission	704 61	
		19,920 34
Interest on current liabilities	3,253 74	
		87,574 08
Surplus for the year ending June 30, 1892		\$51,590 36
General Income Account.		
Surplus for the year ending June 30, 1892		\$51,590 36
Surplus up to June 30, 1891		\$27,506 32
Total surplus June 30, 1892		\$79,096 68

DETAILED STATEMENT OF RENTALS.

Canastota Northern Railroad	\$18,000 00
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* Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....		\$239,183 07	\$239,183 07
Passengers, through.....	\$39,461 85		
Passengers, local.....	99,634 26		
	\$139,096 11		139,096 11
Mail.....	10,061 86		10,061 86
Express.....	12,011 24		12,011 24
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	206 18	169 70	374 88
Extra baggage.....	1,331 30		1,331 30
News privileges.....	240 00		240 00
Total gross earnings.....	\$155,966 69	\$239,352 37	\$395,319 06

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$19,294 32	\$15,786 26	\$35,080 58
Repairs of bridges (including culverts and cattle-guards).....	4,578 44	3,746 00	8,324 44
Repairs of stations, shops, docks, etc.....	2,064 64	1,689 26	3,753 90
Repairs of fences.....	1,210 09	990 08	2,200 17
Other expenses for maintenance of way and structures.....	6,526 94	5,340 22	11,867 16
Total.....	\$38,674 43	\$37,551 82	\$76,226 25

Maintenance of equipment:

Repairs of locomotives.....	\$8,522 26	\$6,972 78	\$15,495 06
Repairs of cars.....	3,391 43	2,411 27	5,802 70
Repairs of machinery and tools.....	249 87	285 84	535 71
Other expenses for maintenance of equipment.....	2,080 78	1,708 46	3,789 24
Total.....	\$14,244 34	\$11,378 35	\$25,622 69

Conducting transportation:

Wages of conductors and men.....	\$9,253 39	\$17,203 50	\$26,456 89
Wages of engineers and firemen.....	9,189 82	17,353 73	26,543 55
Fuel for locomotives.....	20,806 80	17,023 75	37,830 55
Oil and waste.....	808 78	637 63	1,446 41
Water supply.....	626 10	512 27	1,138 37
Other train supplies or expenses.....	223 38	190 95	414 33
Wages of station agents and clerks.....	9,917 07	8,113 96	18,031 03
Wages for labor at stations.....	1,928 19	1,577 61	3,505 80
Station supplies.....	245 08	691 39	936 47
Wages of watchmen, flagmen and switchmen.....	821 30	671 98	1,493 28
Other expenses for conducting transportation.....	2,677 15	2,190 39	4,867 54
Total.....	\$56,095 01	\$66,187 16	\$122,282 17

General expenses:

Salaries of general officers and clerks.....	\$10,152 08	\$8,306 24	\$18,458 32
General office expenses and supplies.....	851 21	696 45	1,547 66
Stationery and printing.....	951 59	778 57	1,730 16
Outside agencies and advertising.....	117 19	95 89	213 08
Legal expenses.....	1,413 78	1,156 73	2,570 51
Losses and damage of freight and baggage.....	73 88	134 75	208 63
Damage to cattle and property.....	587 51	2,901 73	3,489 24
Injuries to persons.....	71 08	1,111 51	1,182 59
Telegraph maintenance and operation.....	1,584 47	1,255 47	2,839 94
Lease of cars of other companies (debit balance).....	96 81	13,168 70	13,265 51
Other general expenses.....	1,068 64	890 70	1,959 34
Total.....	\$16,988 19	\$30,491 74	\$47,479 93
Grand total operating expenses.....	\$121,051 49	\$135,603 07	\$256,654 56

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment \$4,814,986 85

Current assets as follows, viz.:

Cash on hand.....	\$44,589 17	
Due by agents.....	8,846 01	
Open accounts.....	84,945 08	
Materials and supplies.....	10,796 17	
Sundries.....	11,108 07	
		110,284 44
		<u>\$4,435,163 39</u>

LIABILITIES.

Capital stock.....	\$2,000,000 00
Funded debt.....	2,000,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$11,800 00	
Audited vouchers and pay-rolls.....	17,278 55	
Open accounts.....	18,551 57	
Loans and bills payable.....	50,000 00	
Sundries.....	1,549 29	
		95,974 41
Profit and loss (surplus).....		339,188 98
		<u>\$4,435,163 39</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	48,543	312,170	360,713
Number of passengers carried one mile.....			5,564,620
Number of tons of freight carried.....	256,922	67,501	324,423
Number of tons of freight carried one mile.....			22,620,564
Passenger train mileage.....			234,597
Freight train mileage.....			188,781
All other train mileage.....			62,967
Total train mileage.....			506,365

ITEM.	Earnings.	Expenses	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$155,906 69	\$121,051 49	\$34,915 20
Average per passenger carried.....	5982	4043	1339
Average per passenger per mile.....	028	0217	0063
Average per passenger train per mile.....	6648	5160	1488
Freight earnings and expenses (including miscellaneous earnings).....	229,352 37	135,608 07	103,744 30
Average per ton of freight carried.....	7376	4170	3197
Average per ton of freight per mile.....	0101	0057	0044
Average per freight train per mile.....	1.27	72	55

ITEM.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes.....	2.37
Average rate received per mile per ton for carrying freight, all classes.....	1.01

Through
and local
Cents.

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Elmira to Canastota single track.....	118.70	.....	118.70
Branches, or other roads, laid single track.....	.....	30.73	30.73
Total single track.....	118.70	30.73	149.43
Sidings and turnouts on main line.....	26.32	.....	26.32
Sidings and turnouts on branches or other roads. ....	.....	2.66	2.66
Total sidings and turnouts.....	26.32	2.66	29.18
Grand total of tracks, sidings and turnouts.....	145.02	33.39	178.41
Laid with steel rail, main line.....	118.70	.....	118.70
Laid with steel rail, branches, or other roads.....	.....	30.73	30.73

Weight of rails per yard — steel, maximum, 70 lbs.; minimum, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.
Canastota Northern.....	Canastota	Camden	30.73	Leased.	30.73

BRIDGES.

	ENTIRE LINE IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridges.....	13	<i>Feet.</i> 2,565
Wooden bridges	2	175
Wooden trestles	107	15,408
Total	122	18,148

EQUIPMENT.

	Number owned.	Average cost of each.	Maximum weight of each in pounds.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	2	\$8,700	140,000	2	.....
Locomotives, 6 drivers.....	13	9,331	144,000	11	.....
Locomotives, 4 drivers.....	8	5,000	140,000	7	.....
Total	23	.....	.....	20	.....

* Tenders.

† Tenders and drivers.

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in pounds.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars	14	.....	45,000	14	14
Combination cars	2	.....	88,000	2	2
Baggage, mail and express cars.....	4	.....	88,000	4	4
Total.....	20	.....	.....	20	20
Box freight cars.....	40	.....	.....	.....	.....
Coal freight cars.....	142	.....	27,250	.....	.....
Caboose, 4-wheel cars.....	6	.....	21,900	.....	.....
Service cars.....	3	.....	15,500	.....	.....
Total.....	191	.....	.....	.....	.....

Eames' brake and Miller coupler in use on passenger cars.

One hundred and nine split switches and seventy-four stub switches in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	139.43
Total assessed value of real estate and personal property of company	\$308,948 60
Railroads crossing road at grade	7
Railroads crossing road over or under grade	3
Highway crossings at grade without protection	151
Highway crossings at grade protected by gates or flagman	1
Highway crossings over or under grade	11
Overhead obstructions less than twenty feet above track	3

Passenger cars are heated by steam, lighted with oil and ventilated by Creamer ventilator in deck and sash in door.

The National Express does business over line of road at agreed rates.

The Company receives for transportation of mails between Elmira and Canastota on two trains per day, except Sundays, \$10,186.40 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	5,505	1.7
Grain.....	7,627	2.3
Meats and provisions.....	10,090	3.1
Live stock.....	1,311	.4
Lumber.....	23,298	7.3
Pig and bar iron and steel.....	5,094	1.5
Iron or other ores.....	3,450	1.1
Coal and coke.....	165,860	51.1
Petroleum and other oils.....	1,866	.5
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	31,478	9.7
All other manufactures.....	10,069	3.1
All other merchandise.....	9,822	3.1
All other agricultural products.....	18,798	5.8
All other articles not included above.....	30,312	9.4
Total	394,493	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	.....	3
Employees	6	1	7
Others	1	.....	1
Total	10	1	11

EMPLOYES.

Average number of persons employed (including officials) during year..... 237
 Aggregate amount of salaries and wages paid them during year..... \$173,383 22

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN	President	192 Broadway, New York city.
GEORGE S. EDGELL	Vice-President	192 Broadway, New York city.
WILLIAM G. WHEELER	Treasurer	192 Broadway, New York city.
EVERETT R. REYNOLDS	Secretary	192 Broadway, New York city.
ALBERT ALLEN	General Superintendent....	Cortland, N. Y.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	New York city.
J. ROGER MAXWELL	Brooklyn, N. Y.
HENRY W. MAXWELL	Brooklyn, N. Y.
GEORGE S. EDGELL	New York city.
WILLIAM G. WHEELER	New York city.
F. W. DUNTON	Hollis, L. I., N. Y.
WILLIAM H. HEHRE	Hollis, L. I., N. Y.
J. K. O. SHERWOOD	Glen Cove, L. I., N. Y.
C. M. REYNOLDS	New York city.
FREDERICK COOK	Orange, N. J.
FRANK M. KELLY	Greenwich, Conn.
E. R. REYNOLDS	New York city.
J. D. CAMPBELL	Philadelphia, Pa.

Title of company, The Elmira, Cortland and Northern Railroad Company.
 General offices at Elmira, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Tuesday in March.
 For information concerning this report, address M. A. Smith, Auditor.

ELMIRA AND LAKE ONTARIO.

LESSOR.

LESSOR—NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, December 31, 1886.)

The Elmira and Lake Ontario Railroad Company was formed pursuant to chapter 917, Laws of the State of New York, and of the several acts amendatory thereof, by joint agreement of consolidation and merger of the Chemung Railroad Company, the Elmira, Jefferson and Canan-
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Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter and now outstanding	15,000	\$1,500,000
Number of stockholders.....		16

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount out- standing.
			Rate.	When payable.	
First mortgage Sodus Bay and Southern Railroad Company.....	July 1, 1884	40	p.c. 5	Jan. 1, July 1	\$500,000

Cost of Road.

Total cost of road up to June 30, 1892.....	\$2,000,000 00
---	----------------

Income Account for Year Ending June 30, 1892.

Net loss from operation, including taxes except on capital stock.....	\$27,373 22
<i>Income from other sources, as follows, viz.:</i>	
Real estate.....	300 00
Deficit.....	\$27,073 22
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$25,000 00
Taxes on capital stock	225 00
Interest on equipment	18,960 25
Other deductions.....	59 41
	39,344 66
Deficit for year ending June 30, 1892	\$66,317 88

General Income Account.

Deficit for year ending June 30, 1892	\$66,317 88
Deficit up to June 30, 1891.....	20,979 67
	\$87,297 55
Less amount for year ending December 31, 1891, credited or reduced from the account	38,020 30
Total deficit June 30, 1892	\$49,277 16

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$2,000,000 00
<i>Current assets, as follows, viz.:</i>	
Open accounts	12,550 00
Profit and loss (deficiency).....	49,277 16
	\$2,061,827 16

ELMIRA AND LAKE ONTARIO.

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LIABILITIES.	
Capital stock.....	\$1,500,000 00
Funded debt.....	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$12,500 00
Open accounts.....	49,827 16
	61,827 16
	<u>\$2,061,827 16</u>

Officers of the Company.

Name.	Title.	Official Address.
GEORGE B. ROBERTS.....	President.....	Philadelphia, Pa.
FRANK THOMSON.....	Vice-President.....	Philadelphia, Pa.
STEPHEN W. WHITE.....	Secretary.....	Philadelphia, Pa.
JOHN S. LEIB.....	Treasurer.....	Baltimore, Md.
JAMES P. KERR.....	Auditor.....	Baltimore, Md.

Directors of the Company.

Name.	Residence.
GEORGE B. ROBERTS.....	Philadelphia, Pa.
FRANK THOMSON.....	Philadelphia, Pa.
A. J. CASSATT.....	Philadelphia, Pa.
J. N. DU BARRY.....	Philadelphia, Pa.
JOHN P. GREEN.....	Philadelphia, Pa.
STEPHEN W. WHITE.....	Philadelphia, Pa.
JOHN N. HUTCHINSON.....	Philadelphia, Pa.
HENRY D. WELCH.....	Philadelphia, Pa.
LUTHER S. BENT.....	Steelton, Pa.
Col. E. B. PARSONS.....	Rochester, N. Y.
B. F. NEWCOMER.....	Baltimore, Md.
JAMES P. KERR.....	Baltimore, Md.
JOHN S. LEIB.....	Baltimore, Md.

Title of company, The Elmira and Lake Ontario Railroad Company.
 General offices at 180 Broadway, New York city.
 Date of close of fiscal year, December 31.
 Date of stockholders annual meeting, first Thursday in May.
 For information concerning this report, address J. S. Leib, Treasurer, Baltimore, Md.

ELMIRA AND LAKE ONTARIO.

LESSEE.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$671,185 47
Less operating expenses (excluding all taxes).....	661,459 98
Deficit from operation.....	<u>\$10,274 46</u>

Income from other sources as follows, viz.:

Real estate.....	300 00
Deficit.....	<u>\$9,974 46</u>

Deductions from income as follows, viz.:

Rentals, etc.....	\$13,986 79
Taxes on property used in operation of road.....	17,098 76
	31,085 55
Deficit for year ending June 30, 1892.....	<u>\$41,060 01</u>

DETAILED STATEMENT OF RENTALS.

Interest on equipment.....	\$13,960 25
Construction.....	26 54
Total amount of rentals deducted from income.....	<u>\$13,986 79</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....	.....	\$470,159 73	\$470,159 73
Passengers, through and local.....	\$169,246 47	.....	169,246 47
Mail.....	12,041 07	.....	12,041 07
Express.....	6,246 94	.....	6,246 94
<i>Miscellaneous, as follows, viz.:</i>			
Rents.....	\$6,247 57		
Sundry sources.....	5,623 60		
	2,998 79	8,978 26	11,977 17
Miscellaneous passengers.....	1,520 09	.....	1,520 09
Total gross earnings.....	\$192,047 36	\$479,138 11	\$671,185 47

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$16,825 29	\$48,975 87	\$65,801 16
Steel rails laid, 1,865 tons.....	5,108 29	15,606 86	20,699 15
Repairs of roadbed.....	5,221 41	15,664 22	20,885 63
Repairs of bridges (including culverts and cattle guards).....	6,745 39	20,226 20	26,961 59
Repairs of stations, shops, docks, etc.....	2,504 48	6,527 23	9,031 71
Repairs of fences.....	536 61	1,609 88	2,146 43
Other expenses for maintenance of way and structures.....	4,443 61	13,830 84	17,774 45
Total.....	\$40,979 08	\$121,961 04	\$162,930 12
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$16,140 55	\$41,311 16	\$57,451 71
Repairs of cars.....	17,696 10	58,810 53	76,506 63
Repairs of machinery and tools.....	1,126 43	3,379 81	4,506 24
Other expenses for maintenance of equipment..	6,331 70	10,645 88	17,177 58
Total.....	\$41,293 78	\$114,346 96	\$155,640 74
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$16,525 77	\$46,463 98	\$62,989 75
Wages of engineers and firemen.....	11,441 51	40,419 28	51,860 79
Fuel for locomotives.....	10,138 10	46,201 84	56,339 94
Oil and waste.....	1,122 96	2,906 84	4,029 80
Water supply.....	1,065 20	3,195 91	4,261 21
Other train supplies or expenses.....	1,324 74	1,141 53	2,466 27
Wages of station agents and clerks.....	9,204 00	29,890 85	39,094 85
Wages for labor at stations.....	1,455 94	11,455 46	12,911 40
Station supplies.....	1,222 09	1,201 09	2,423 18
Wages of watchmen, flagmen and switchmen...	2,809 88	10,077 19	12,887 07
Other expenses for conducting transportation..	3,159 65	8,654 88	11,814 53
Total.....	\$59,475 94	\$200,597 59	\$260,073 53
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$4,062 12	\$12,156 37	\$16,248 49
General office expenses and supplies.....	192 87	578 62	771 49
Stationery and printing.....	3,202 89	6,288 04	9,455 93
Outside agencies and advertising.....	3,154 82	6,185 89	9,363 71
Legal expenses.....	1,066 00	3,103 93	4,169 93
Loss and damage of freight and baggage.....	1,016 80	4,613 13	5,629 93
Telegraph maintenance and operation.....	5,966 44	17,434 99	23,401 43
Mileage of cars of other companies (debit balance).....	1,618 12	32,161 01	33,779 13
Total.....	\$30,219 06	\$82,596 48	\$102,815 54
Grand total operating expenses.....	\$161,967 86	\$519,492 07	\$681,459 93

ELMIRA AND LAKE ONTARIO.

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Traffic and Mileage Statistics.

ITEM.

Number of passengers carried	390,579
Number of passengers carried one mile.....	9,397,648
Number of tons of freight carried.....	1,597,789
Number of tons of freight carried one mile.....	96,273,971
Passenger train mileage.....	227,395
Freight train mileage	465,680
All other train mileage.....	123,079
Total train mileage.....	816,154

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$122,047 36	\$161,967 86	\$39,079 50
Average per passenger carried.....	49	41	08
Average per passenger per mile.....	02	017	003
Average per passenger train per mile.....	84	71	13
Freight earnings and expenses (including miscellaneous earnings)	479,138 11	519,492 07	Loss. 40,353 96
Average per ton of freight carried.....	80	83	03
Average per ton of freight per mile.....	00498	00639	00041
Average per freight train per mile.....	1 08	1 12	09

ITEM.

Through and local.
Cents.

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	1.601
Average rate received per mile per ton for carrying freight, all classes.....	.488

Description of Road and Equipment.

TRACK.

Miles leased, all
in N. Y. State.

Main line from Elmira, Chemung junction, to Canandaigua, single track	64.00
Total of branches or other roads, single track	35.61
Total single track	99.61
Second track on main line.....	1.13
Sidings and turnouts on main line.....	26.73
Sidings and turnouts on branches or other roads.....	9.98
Total sidings and turnouts.....	36.66
Grand total of tracks, sidings and turnouts.....	137.40
Laid with steel rails, main line.....	64.00
Laid with steel rails, branches or other roads.....	35.61

Average life of rails—steel, 12 years, average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 pounds, minimum, 60 pounds; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Miles laid with steel rail.
8 Ius Bay Branch.....	Stanley.....	Sodus Point.....	34.18	34.18
C Canandaigua Lake Branch..	Canandaigua, Lester street and Railroad avenue.....	Canandaigua Lake ...	1.43	1.43

Description of Road and Equipment—(Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	9	Feet. 533
Wooden bridges	26	2,340
Wooden trestles	46	3,969
Total	81	6,700

EQUIPMENT.	Number leased	Average cost of each.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	12	\$9,772 87	172,400	27-12	12	.....
Locomotives, 6 drivers	9	9,070 51	186,200	19	4	.....
Locomotives, 4 drivers	6	8,110 70	137,625	12 1-12	6	6
Total	27	.....	.....	.....	22	6

Janney coupler and Westinghouse air brake on passenger trains; link and pin and Janney coupler and hand and air brakes on freight trains.
All point switches on main track.

Miscellaneous Statistics.

TRACK.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	97.40
Total assessed value of real estate and personal property of company	\$1,415,651
Length of steel rails laid during year in repairs, miles	24.88
Railroads crossing road at grade	2
Railroads crossing road over or under grade	6
Highway crossings at grade without protection	120
Highway crossings at grade protected by gates or flagmen	4
Highway crossings over or under grade	15
Overhead obstructions less than twenty feet above track	9

Passenger cars are heated by steam and stoves, lighted with oil and gas, ventilated by deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	55,084	3.44
Grain	150,896	9.98
Meat and provisions	2,900	.18
Live stock	19,145	1.20
Lumber	86,466	5.41
Pig and bar iron and steel	58,964	3.69
Iron or other ores	22,229	1.39
Coal and coke	593,461	55.92
Petroleum and other oils	3,054	.20
Manufactures	151,425	9.46
All other merchandise	10,018	.62
All other agricultural products	85,532	5.35
All other articles not included above	50,106	3.14
Total	1,597,739	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	25	.....	25
Others, not passengers.....	.....	2	2
Total	25	2	27

EMPLOYES.

Average number of persons employed (including officials) during year 666

Title of lessee company, Northern Central Railway Company.

For information concerning this report address John S. Leib, Treasurer Northern Central Railway Company, Baltimore, Md.

ELMIRA STATE LINE.

LESSOR.

LESSEE—TIOGA OF PENNSYLVANIA.

(Date of charter, April 21, 1872.)

Built in 1875 and 1876; opened for business October, 1876; leased to the Tioga Railroad Company for 999 years, they guaranteeing seven per cent interest on \$100,000 of bonds, and to pay the principal after twenty years; also guaranteeing seven per cent interest on \$29,200 of stock issued.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	1,000	\$100,000	.....
Issued for actual cash.....	292	\$29,200	\$29,200
Issued for organization	610	61,000	.....
Total now outstanding.....	902	\$90,200	\$29,200

Number of stockholders 37

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage bonds.....	1875	20	P. C. 7	Apr. and Oct.	\$160,000	\$160,000	\$160,000

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast.....	\$68,621 12
Bridges.....	11,678 63
Superstructure (including ties) and rails	88,400 49
Land damages and fences.....	12,874 17
Passenger and freight stations.....	8,747 81
Engine and car-houses	1,000 00
Engineering expenses.....	2,876 68
Total cost of road	\$189,200 00

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road.....	\$189,300 00
<i>Other permanent investments as follows, viz.:</i>	
Due by the Tioga Railroad Company	61,000 00
	<u>\$250,300 00</u>
LIABILITIES.	
Capital stock	\$30,300 00
Funded debt.....	160,000 00
	<u>\$250,300 00</u>

Officers of the Company.

Name.	Title.	Official Address.
JOHN KING	President.....	Post-office box 839, New York city.
A. R. MACDONOUGH.....	Secretary.....	Post-office box 839, New York city.
EDWARD WHITE.....	Treasurer.....	Post office box 839, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING	New York city.
J. G. McCULLOUGH.....	New York city.
H. H. COOK	New York city.
E. B. THOMAS.....	New York city.
J. B. RATEBONE.....	Elmira, N. Y.
H. D. V. PRATT.....	Elmira, N. Y.

Title of company, Elmira State Line Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address A. R. Macdonough, Secretary, post-office box 839, New York city.

ELMIRA AND WILLIAMSPORT.

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, June 1, 1860.)

Originally the Williamsport and Elmira Railroad Company, under special acts of the Commonwealth of Pennsylvania, June 9, 1832; April 13, 1833, June 20, 1839; April 14, 1843; March 26, 1846; April 5, 1849; April 30, 1850; and State of New York, April 2, 1850.

Foreclosed and reorganized April 17, 1880, under the name of the Elmira and Williamsport Railroad Company, under act of the Commonwealth of Pennsylvania, March 12, 1890.

Leased May 1, 1893, to the Northern Central Railway Company for 999 years.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares	Total par value.
Authorized by law or charter, issued on account of the reorganization of the Williamsport and Elmira railroad, foreclosed in 1880, and now outstanding.....	10,000	\$500,000	10,000	\$500,000

Grand total of common and preferred stock now outstanding..... \$1,000,000

Number of stockholders..... 312

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* Mortgage bonds.....	May 11, 1860	20	<i>p.c.</i> 7			
extended	Jan. 1, 1880	30	6	Jan. 1, July 1	\$1,000,000	\$1,000,000
* Income bonds	May 1, 1863	999	5	Apr. 1, Oct. 1	570,000	570,000
Total					\$1,570,000	\$1,570,000

† Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Total cost of road	\$2,218,000 00
Total cost of equipment.....	352,000 00
Grand total cost of road and equipment	\$2,570,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

From lease of road	\$151,500 00
From dividends	266 58
Total	\$151,766 58

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$84,981 00
Taxes on capital stock	4,300 00
All other taxes	3,519 00
	92,700 00
Net income from all sources	\$59,066 58

Payments from net income, as follows, viz.:

Dividends declared 6 505-1000 per cent on \$500,000 preferred stock..	\$32,525 00
Dividends declared 4 655-1000 per cent on \$500,000 common stock...	23,375 00
Organization expenses	3,940 20
Other deductions.....	11 43
	59,051 63

Surplus for year ending June 30, 1892.....	\$14 95
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General Income Account.

Surplus for year ending June 30, 1892.....	\$14 95
Surplus up to June 30, 1891	4,480 73
Total surplus June 30, 1892	\$4,495 68

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$2,218,000 00
Cost of equipment.....	352,000 00
Other permanent investments, as follows, viz.:	
Stock of other companies	3,309 30
Current assets as follows, viz.:	
Cash on hand.....	\$781 29
Open accounts.....	37,625 00
	38,406 29
	\$2,611,715 68

* Issued for account of reorganization of the Williamsport and Elmira railroad, foreclosed.
† These items can not be given separately. After reorganization bonds and stock were issued
amount of \$2,570,000 and charged to construction, \$2,218,000; to equipment, \$352,000.

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.		
Capital stock		\$1,000,000 00
Funded debt		1,570,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued		37,330 00
Profit and loss (surplus)		4,435 68
		<u>\$2,611,715 68</u>

Officers of the Company.

Name.	Title.	Official Address.
THOMAS NELSON,	President	308 Walnut st., Philadelphia, Pa.
LEWIS P. GEIGER,	Secretary and Treasurer ..	308 Walnut st., Philadelphia, Pa.

Directors of the Company.

Name.	Residence.
WM. REID FISHER	Philadelphia, Pa.
LEWIS P. GEIGER	Philadelphia, Pa.
WM. D. NELSON	Philadelphia, Pa.
MURRAY GEORGES	Philadelphia, Pa.
HENRY A. FONDA	Milton, Pa.
CONRAD DIEHL	New York city, N. Y.

Title of company, The Elmira and Williamsport Railroad Company.
 General offices at 308 Walnut street, Philadelphia, Pa.
 Date of close of fiscal year, April 30.
 Date of stockholders' annual meeting, first Monday in May.
 For information concerning this report, address Lewis P. Geiger, Treasurer.

ELMIRA AND WILLIAMSPORT.

LESSEE.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$986,566 08
Less operating expenses (excluding all taxes)	739,644 21
Gross income from all sources	<u>\$946,921 87</u>
<i>Deductions from income, as follows viz.:</i>	
Rentals	\$162,839 29
Taxes on property used in operation of road	8,443 18
	<u>165,772 47</u>
Surplus for year ending June 30, 1892	<u>\$81,149 40</u>

DETAILED STATEMENT OF RENTALS.

Rental of railroad	\$151,500 00
Interest on equipment	8,775 48
Rents	<u>2,058 81</u>
Total amount of rentals deducted from income	<u>\$162,339 29</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local		\$788,471 42	\$788,471 42
Passengers, through and local	\$173,676 41		173,676 41
Mail	17,425 24		17,425 24
Express	8,536 15		8,536 15
<i>Miscellaneous, as follows, viz.:</i>			
Rents	\$17 00		
Sundry sources	506 87		
	<u>164 67</u>	<u>658 70</u>	<u>823 37</u>
Miscellaneous passenger	2,643 49		2,643 49
Total gross earnings	<u>\$202,425 96</u>	<u>\$784,130 12</u>	<u>\$986,566 08</u>

ELMIRA AND WILLIAMSPORT.

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Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track	\$14,888 89	\$59,353 49	\$74,191 88
Steel rails laid, 1,786 tons.....	4,579 86	18,319 42	23,899 28
Iron rails laid.....	5 69	23 75	29 44
Repairs of roadbed.....	1,853 86	7,411 46	9,264 32
Repairs of bridges (including culverts and cattle guards).....	2,770 23	11,080 90	13,851 12
Repairs of stations, shops, docks, etc.....	1,317 49	5,351 44	6,668 93
Repairs of fences.....	227 18	1,308 74	1,535 92
Other expenses for maintenance of way and structures.....	2,417 58	9,670 31	12,087 89
Total	\$38,109 37	\$112,518 51	\$140,627 78
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$15,230 20	\$57,200 19	\$72,430 39
Repairs of cars.....	17,268 99	96,486 52	113,755 51
Repairs of machinery and tools.....	1,290 64	5,162 57	6,453 21
Other expenses for maintenance of equipment.....	5,600 07	14,178 21	19,778 28
Total	\$39,389 90	\$173,027 49	\$312,417 39
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$13,665 10	\$52,011 22	\$65,676 32
Wages of engineers and firemen.....	10,773 71	57,054 47	67,828 18
Fuel for locomotives.....	9,580 25	64,474 29	74,054 54
Oil and waste.....	1,048 83	4,011 66	5,060 49
Water supply.....	1,089 05	4,356 22	5,445 27
Other train supplies or expenses.....	1,254 05	1,325 75	2,579 81
Wages of station agents and clerks.....	6,300 24	16,364 12	22,664 37
Wages for labor at stations.....	944 48	12,060 98	13,005 46
Station supplies.....	663 20	863 58	1,527 08
Wages of watchmen, flagmen, and switchmen.....	1,543 10	6,896 93	8,439 03
Other expenses for conducting transportation.....	2,598 78	5,832 73	8,431 51
Total	\$49,557 89	\$325,676 24	\$375,234 13
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$3,522 45	\$14,088 81	\$17,611 26
General office expenses and supplies.....	134 43	587 71	722 14
Stationery and printing.....	2,240 08	5,181 95	7,421 96
Outside agencies and advertising.....	2,896 55	7,066 09	9,962 64
Legal expenses.....	196 41	850 47	1,046 88
Loss and damage of freight and baggage.....	352 00	1,227 69	1,579 69
Telegraph maintenance and operation.....	3,848 01	13,372 99	17,221 00
Mileage of cars of other companies (debit balance).....	1,748 52	54,165 80	55,914 32
Total	\$14,878 40	\$96,491 51	\$111,369 91
Grand total operating expenses.....	\$181,980 46	\$607,718 75	\$789,699 21

Traffic and Mileage Statistics.

	Through and local.
Number of passengers carried.....	256,006
Number of passengers carried one mile.....	7,653,331
Number of tons of freight carried.....	2,655,458
Number of tons of freight carried one mile.....	166,949,872
Passenger train mileage.....	214,181
Freight train mileage.....	747,110
All other train mileage.....	68,888
Total train mileage.....	1,030,079

REPORT OF THE RAILROAD COMMISSIONERS.

Traffic and Mileage Statistics—(Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$308,425 98	\$181,980 46	\$70,505 50
Average per passenger carried.....	79	51	28
Average per passenger per mile.....	086	017	009
Average per passenger train per mile.....	95	62	33
Freight earnings and expenses (including miscellaneous earnings).....	784,180 12	607,713 75	176,416 37
Average per ton of freight carried.....	80	38	42
Average per ton of freight per mile.....	0047	00364	00106
Average per freight train per mile.....	1 06	81	24

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	2.309
Average rate received per mile per ton for carrying freight, all classes.....	.400

Description of Road and Equipment.

TRACK.	MILES LEASED.	
	Length in N. Y. State.	Entire length.
Main line from Williamsport, P. & E. Junction, to Elmira, N. Y., L. E. & W. R. R. Junction, single track.....	6.50	75.50
Sidings and turnouts on main line.....	5.46	31.43
Grand total of tracks, sidings and turnouts.....	12.33	107.93
Laid with steel rail, main line.....	6.50	75.50

Average life of rails—steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Average length.
		Feet.		Feet.
Iron bridges.....			2	35
Wooden bridges.....	5	548	45	4,674
Wooden trestles.....			8	728
Total.....	5	548	55	5,439

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers..	5	10	15	\$9,772 87	171,140	27-12	15	.....
Locomotives, 6 drivers..	9	3	12	9,070 51	186,300	19	6	.....
Locomotives, 4 drivers..	3	2	6	8,110 70	137,625	12 1-12	6	.....
Total.....	17	15	32	.....	.....	.....	26	6

Janney coupler and Westinghouse automatic air brake on passenger trains; link and Janney coupler, hand and air brake on freight trains.
All point switches on main track.

Miscellaneous Statistics.

Item.	In N. Y. State.	Entire Line.
Telegraph owned and operated by company, miles.....	6.50	75.50
Total assessed value of real estate and personal property of company.....	\$68,700	.....
Length of steel rails laid during year in repairs, miles.....	4.1	27.5
Highway crossings at grade without protection.....	6	94
Highway crossings at grade protected by gates or flagmen.....	1	3
Highway crossings over or under grade.....	.....	3
Overhead obstructions less than twenty feet above track.....	4	25

Passenger cars are heated by steam and stoves, lighted with oil and gas, ventilated by deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	57,414	2.16
Grain.....	149,319	5.63
Meats and provisions.....	8,330	.12
Live stock.....	19,672	.74
Lumber.....	219,642	8.28
Pig and bar iron and steel.....	68,265	2.37
Iron or other ores.....	25,299	.98
Coal and coke.....	1,713,888	64.59
Petroleum and other oils.....	3,215	.12
Manufactures.....	190,570	7.18
All other merchandise.....	44,864	1.67
All other agricultural products.....	94,475	3.56
All other articles not included above.....	68,390	2.40
Total.....	2,658,458	100

NUMBER OF ACCIDENTS.

Injured.

Employees (in New York)..... 7

EMPLOYEES.

Average number of persons employed (including officials) during year..... 643

Title of lessee company, Northern Central Railway Company.
For information concerning this report address John S. Leib, Treasurer Northern Central Railway Company, Baltimore, Md.

ERIE AND BLACK ROCK.

OWNED AND OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 28, 1892.)

This road is operated by the New York, Lake Erie and Western Railroad Company, and the amounts of its income and expenditures, as also statements of freight and passengers moved and of accidents occurring upon it, are kept together with those of the New York, Lake Erie and Western Railroad and not distinguished as specially applicable to this road.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	250	\$25,000
* Issued for actual cash and now outstanding.....	96	9,600

Number of stockholders 12

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast.....	\$2,856 35
Superstructure (including ties) and rails.....	24,812 05
Land damages.....	10,230 77
Fuel and water stations.....	216 80
Other items.....	473 52
Total cost of road.....	\$37,291 79

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$37,291 79
Current assets, as follows, viz.:	
Cash on hand.....	506 00
	\$37,794 79

LIABILITIES.

Capital stock.....	\$2500 00
Advances made by the New York, Lake Erie and Western Railroad Company...	36,584 79
	\$37,794 79

Officers of the Company.

Name.	Title.	Official Address.
RUFUS L. HOWARD.....	President.....	Buffalo, N. Y.
E. B. THOMAS.....	Vice-President.....	Post-office box 839, New York city.
A. R. MACDONOUGH.....	Secretary.....	Post-office box 839, New York city.
EDWARD WHITE.....	Treasurer.....	Post-office box 839, New York city.

Directors of the Company.

Name.	Residence.
RUFUS L. HOWARD.....	Buffalo, N. Y.
GEORGE B. FIELD.....	Buffalo, N. Y.
HENRY W. SPRAGUE.....	Buffalo, N. Y.
JOHN KING.....	New York city.
E. B. THOMAS.....	New York city.
GEO. W. QUINTARD.....	New York city.
A. R. MACDONOUGH.....	New York city.

Title of company, Erie and Black Rock Railroad Company.
 General offices at 21 Cortlandt street, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Saturday in October.
 For information concerning this report, address A. R. Macdonough, post-office box 839,
 New York city.

* Ten per cent paid in.

ERIE INTERNATIONAL.

OWNED AND OPERATED BY NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

(Date of charter, August 21, 1872.)

This road is operated by the New York, Lake Erie and Western Railroad Company, and the accounts of its income and expenditures, as also statements of freight and passengers moved and of accidents occurring on its line, are kept together with those of the New York, Lake Erie and Western railroad, and not distinguished as specially applicable to this road.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	500	\$50,000	\$50,000
Number of stockholders.....			8

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$80 80	\$84,275 47
Bridges.....		2,324 51
Superstructure (including ties).....	1,196 64	78,581 60
Rails.....	1,604 88	83,228 46
Land and land damages.....		113,990 04
Fences.....		2,479 48
Passenger and freight stations		506 55
Engine and car houses.....		9,325 78
Engineering expenses.....		1,058 88
Telegraph line.....		520 46
Second track.....		28,269 77
Other items.....		1,883 08
Total cost of road.....	\$2,812 27	\$356,408 46

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Siding at Black Rock.....	\$2,812 27
---------------------------	------------

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	356,408 46
LIABILITIES.	
Capital stock.....	\$50,000 00
Advances Erie Railway Company.....	\$282,516 55
Advances New York, Lake Erie and Western Railroad Company...	78,891 91
	306,408 46
	\$356,408 46

Officers of the Company.

Name.	Title.	Official Address.
JOHN KING.....	President	New York city.
ALF. R. MACDONOUGH.....	Secretary	New York city.
EDWARD WHITE.....	Treasurer	New York city.

<i>Name.</i>	<i>Directors of the Company.</i>	<i>Residence.</i>
JOHN KING.....		New York city.
JOHN G. McCULLOUGH.....		New York city.
WILLIAM LIBBEY.....		New York city.
OGDEN MILLS.....		New York city.
AUG. R. MACDONOUGH.....		New York city.
ANDREW DONALDSON.....		New York city.
GEORGE H. VAILLANT.....		New York city.

Title of company, Erie International Railway Company.
 General offices at 21 Cortlandt street, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, last Tuesday in November.
 For information concerning this report, address A. R. Macdonough, Secretary, P. O. box 889, New York city.

FITCHBURG.

(Date of charter, March 3, 1842.)

The Fitchburg Railroad was completed between Cambridge and Fitchburg March 5, 1845; in 1848 the road was extended into Boston.

The Peterborough and Shirley Railroad was opened in 1850, leased for ten years and purchased in 1860.

The Vermont and Massachusetts Railroad was leased January 1, 1874, for a period of 999 years, the consideration being as follows:

Organization expenses, \$3,000, payable quarterly.

Five per cent on \$1,000,000 bonds, \$50,000, payable November and December.

Six per cent on \$3,193,000 stock, \$191,580 payable October and April.

If this road is surrendered, the expenditures made by the lessee for additions and betterments are to be refunded to said lessee.

The Boston, Barre and Gardner Railroad was taken possession of under a temporary operating contract March 7, 1885. It was merged July 1, 1885, its stock being exchanged in the proportion of ten (10) shares of the B. B. & G. stock for one (1) share of Fitchburg stock, and its liabilities assumed by the Fitchburg Railroad Company.

The Ashburnham Railroad was purchased April 22, 1886.

The Troy and Greenfield Railroad and Hoosac Tunnel was consolidated with the Fitchburg Railroad Company February 1, 1887, under the provisions of chapter 297 of the Act of the Commonwealth of Massachusetts for the year 1885.

The Hoosac Tunnel Dock and Elevator Company, an auxiliary corporation, chartered under the laws of the Commonwealth of Massachusetts, April 29, 1879, owning wharfs, elevators and warehouses, and engaged in handling and storing freight, sold all its real and personal property of every kind and description to the Fitchburg Railroad Company, April 15, 1887.

The Troy and Boston Railroad Company, a corporation of the State of New York, was consolidated with the Fitchburg Railroad Company May 3, 1887, under the laws of the State of New York and the Commonwealth of Massachusetts. By this consolidation the following leases, in force with the Troy and Boston Railroad Company, were assumed:

Southern Vermont Railroad, New York State line to Massachusetts State line, owned by the Commonwealth of Massachusetts, leased in perpetuity to the Troy and Boston Railroad Company at an annual rental of \$12,000.

Troy and Bennington Railroad, Hoosac Junction to Vermont State line, owned by the Troy and Bennington Railroad Company, a corporation of the State of New York, leased at an annual rental of \$15,400. Lease expires May 27, 1901.

The Boston, Hoosac Tunnel and Western Railway, and its leased line, the Troy, Saratoga and Northern Railroad, were purchased June 1, 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter. }	.....	*	.....	.....	.....
Issued for actual cash.....	.....	†	.....	.....	.....
Issued on account of consolidation and purchase of railroad and wharf property.....	70,000	\$7,000,000	112,982	11,298,300	18,296,300
Total now outstanding.....	70,000	\$7,000,000	164,976	16,497,600	\$23,497,600

Grand total of common and preferred stock now outstanding..... \$23,497,600
 Number of stockholders..... 5,163

* \$100,000 per mile of double track. † \$70,000 per mile of single track. ‡ \$3,000,000 for terminals at Boston.

FITCHBURG.

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FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
	April 1, 1874	30	p.c.	April and Oct.	\$500,000	\$500,000
	Oct. 1, 1877	30	6	April and Oct.	500,000	500,000
	Oct. 1, 1879	30	5	April and Oct.	500,000	500,000
	Oct. 1, 1880	30	5	April and Oct.	500,000	500,000
	Oct. 1, 1881	30	5	April and Oct.	500,000	500,000
	April 1, 1882	30	5	April and Oct.	500,000	500,000
	April 1, 1883	30	5	April and Oct.	500,000	500,000
	March 1, 1884	30	4	Mar. and Sept.	500,000	500,000
Fitchburg Railroad bonds.	June 1, 1885	30	4	June and Dec.	500,000	500,000
	Feb. 1, 1887	50	3½	Feb. and Aug.	5,000,000	5,000,000
	April 1, 1887	30	4	April and Oct.	1,500,000	1,500,000
	Sept. 1, 1887	10	4½	Mar. and Sept.	2,000,000	2,250,000
	May 1, 1888	30	5	May and Nov.	2,000,000	2,000,000
	March 1, 1889	10	5	Mar. and Sept.	750,000	750,000
	June 1, 1890	10	5	June and Dec.	500,000	500,000
	June 1, 1890	30	4	June and Dec.	500,000	500,000
Cheshire Railroad bonds....	July 1, 1876	30	6	Jan. and July	.....	250,000
Cheshire Railroad bonds....	July 1, 1878	30	6	Jan. and July	.....	550,000
Troy and Boston first mort.	July 1, 1874	50	7	Jan. and July	.....	577,000
B. B. & G. R. R. first mort.	April 1, 1873	30	7	April and Oct.	.....	91,800
B. B. & G. R. R. first mort.	April 1, 1873	30	5	April and Oct.	.....	299,700
B. B. & G. R. R. sec'd mort.	July 1, 1875	30	8	Jan. and July	.....	95,700
B. B. & G. R. R. third mort.	July 1, 1875	30	6	Jan. and July	.....	57,800
B. H. T. & W. Ry. debent's.	Sept. 1, 1883	30	5	Mar. and Sept.	2,000,000	1,400,000
H. T. Dock and Elevator						
Company's mort. note.....	April 5, 1887	6	4½	April and Oct.	.....	500,000
Monadnock Road mortgage.	July 1, 1877	30	5	July and Jan.	.....	48,000
Total						\$30,869,000

Cost of Road and Equipment.

ROAD.	Addition or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	\$885,858 18
Bridges .....	.....	473,308 43
Superstructure (including ties) .....	.....	1,373,345 01
Land and land damages	\$33,159 53	1,597,396 59
Passenger and freight stations .....	.....	586,408 00
Engine and car houses	11,856 79	296,499 70
Shops, machinery and tools .....	.....	452,904 32
Fuel and water stations	5,973 02	5,973 02
Engineering expenses .....	.....	50,000 00
Hocanic tunnel dock and elevator .....	.....	2,081,744 40
Cheshire consolidation	4,120 16	3,539,120 16
Purchase of constructed road	12,000 00	34,391,473 59
Worcester Division improvements	18,843 71	133,397 33
Tunnel Division improvements	1,715 15	373,747 19
Western Division improvements	38,662 98	419,121 00
Amherst Division improvements .....	.....	355,361 80
Amherst improvements .....	.....	33,015 81
Amherst land improvements .....	.....	14,351 86
Amherst bridge alterations .....	.....	7,632 14
Amherst freight yard and sidings .....	.....	290,673 18
Hocanic tunnel dock and elevator improvement .....	.....	278,297 49
Other improvements	55,645 89	71,021 02
Total cost of road	\$232,544 11	\$37,610,801 99

Three per cent for five years, 3½ per cent for second five years, 4 per cent for remaining 40 yrs.

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment—(Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives	\$15,286 00	\$1,088,839 40
Passenger mail, baggage and express cars	76,066 48	649,496 64
Freight and other cars	38,811 64	2,358,604 48
Total cost of equipment	\$180,104 12	\$3,946,940 47
Grand total cost of road and equipment	\$363,648 23	\$41,537,743 86

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Purchase of constructed road (Boston, Hoosac Tunnel and Western railway) ...	\$12,000 00
Cheshire road	4,120 16
Charlestown new engine house	11,356 79
Charlestown automatic coal handler	5,973 68
Real estate	22,132 53
Hoosac Tunnel dock and elevator improvements	56,686 78
New side tracks	55,645 29
Improvements on Worcester Tunnel and Western Divisions	53,721 84
New locomotives	15,286 48
New passenger cars	76,066 48
New freight cars	38,811 64
Total	\$363,648 23

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$7,025,358 76
Less operating expenses (excluding all taxes)	5,112,697 11
Net earnings from operation	\$1,922,661 65
<i>Income from other sources as follows, viz.:</i>	
Rent of roads	\$7,500 00
Rent of property	53,487 25
Wharves, elevator and docks	190,501 13
Other sources	61,977 66
	313,446 04
Gross income from all sources	\$3,936,107 69
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$345,270 78
Rentals	260,950 00
Taxes	224,051 89
Interest on unfunded debt	18,792 87
	1,449,125 04
Net income from all sources	\$786,982 65
<i>Payments from net income as follows, viz.:</i>	
Dividends declared 4 per cent	649,237 60
Surplus for the year ending June 30, 1892, credited to improvement fund	\$137,745 05

DETAILED STATEMENT OF RENTALS

Vermont and Massachusetts Railroad Company:	
Organization expenses	\$3,000 00
Five per cent on \$1,000,000 bonds	50,000 00
Six per cent on \$3,183,000 at risk	191,580 00
	\$244,580 00
Troy and Be nington Railway	15,400 00
Monadnock Railroad	1,000 00
Total amount of rentals deducted from income	\$260,980 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$3,415,506 01		
Freight, local.....	1,175,503 21		
		\$4,591,008 22	\$4,291,008 22
Passengers, through.....	\$470,617 82		
Passengers, local.....	1,633,536 88		
	\$2,104,154 15		2,104,154 15
Mail.....	65,226 16		65,226 16
Express.....	159,420 00		159,420 00
Miscellaneous.....	40,885 68	75,184 55	115,550 23
Total gross earnings.....	\$2,369,185 99	\$4,666,172 77	\$7,035,358 76

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$269,353 88	\$413,185 25	\$682,443 63
Steel rails laid 8,534 tons, cost.....	\$100,088 99		
Iron rails laid, 36 tons, cost.....	9,035 00		
Repairs of bridges (including culverts and cattle guards).....	17,890 10	27,394 73	45,154 83
Repairs of stations, shops, docks, etc.....	46,625 12	67,496 51	114,124 63
Repairs of fences.....	8,901 86	13,946 80	22,848 18
Other expenses for maintenance of way and structures.....	4,568 60	7,658 06	12,226 66
Total.....	\$347,176 56	\$529,681 35	\$876,797 91

Maintenance of equipment:

Repairs of locomotives.....	\$111,932 73	\$176,799 07	\$288,631 80
Repairs of cars.....	74,413 67	313,420 63	387,834 30
Repairs of machinery and tools.....	11,175 28	17,459 23	28,634 50
Other expenses for maintenance of equipment.....	8,765 58	16,055 63	24,821 21
Total.....	\$206,217 26	\$523,704 55	\$729,921 81

Conducting transportation:

Wages of conductors and men.....	\$189,243 20	\$226,501 43	\$425,744 63
Wages of engineers and firemen.....	192,973 15	377,321 50	570,794 65
Fuel for locomotives.....	264,621 86	467,463 32	732,085 78
Oil and waste.....	13,087 04	21,809 99	34,897 03
Water supply.....	12,206 13	19,389 00	31,547 12
Other train supplies or expenses.....	43,925 74	40,314 64	84,140 38
Wages of station agents and clerks.....	60,488 36	217,169 35	277,653 81
Wages for labor at stations.....	21,583 90	126,868 82	148,447 72
Station supplies.....	21,694 64	11,728 74	33,423 38
Wages of watchmen, flagmen and switchmen.....	55,665 93	255,476 26	311,142 19
Other expenses for conducting transportation.....	896 65	111,266 62	112,163 27
Total.....	\$825,813 59	\$1,985,455 86	\$2,761,269 45

General expenses:

Salaries of general officers and clerks.....	\$57,279 10	\$117,023 75	\$174,301 85
General office expenses and supplies.....	8,411 49	13,614 18	22,025 67
Stationery and printing.....	13,154 00	24,722 94	37,876 94
Outside agencies and advertising.....	28,184 88	3,012 85	26,197 73
Legal expenses.....	6,603 78	9,812 38	16,416 16
Loss and damage of freight and baggage.....	68 00	23,864 48	23,932 48
Damage to cattle and property.....	6,231 21	10,255 45	16,486 66
Injuries to persons.....	10,533 87	19,798 22	30,332 09
Telegraph maintenance and operation.....	32,366 97	50,424 21	82,791 18
Lease of cars of other companies (debit balance).....	27,181 36	187,586 66	214,768 02
Other general expenses.....	14,575 12	85,004 04	99,579 16
Total.....	\$199,589 78	\$545,118 18	\$744,707 94
Grand total operating expenses.....	\$1,578,797 19	\$3,533,899 92	\$5,112,697 11

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$37,610,801 89
Cost of equipment.....	3,946,940 47

Other permanent investments, as follows, viz.:

Stock of other companies.....	\$157,860 00
Other investments.....	1,544,536 91
	1,701,836 91

Current assets, as follows, viz.:

Cash on hand.....	\$423,973 81
Bills receivable.....	178,015 00
Due by agents.....	589,439 21
Open accounts.....	1,918,649 09
Materials and supplies.....	675,840 35
	3,764,917 46
	<u>\$47,084,546 73</u>

LIABILITIES.

Capital stock.....	\$32,427 00 00
Funded debt.....	20,821,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$308,689 00
Dividends unpaid.....	308,676 70
Audited vouchers and pay-rolls.....	885,508 00
Open accounts.....	874,911 88
Loans and bills payable.....	680,000 00
Accrued taxes not due.....	147,680 65
Accrued rentals due.....	60,896 00
	2,229,243 68
Improvement fund.....	308,506 94
Profit and loss (surplus).....	273,197 11
	<u>\$47,084,546 73</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	450,670	6,891,361	7,342,031
Number of passengers carried one mile.....	23,809,331	85,992,712	109,802,043
Number of tons of freight carried.....	3,572,963	997,895	4,570,857
Number of tons of freight carried one mile.....	446,043,895	50,116,838	496,160,733
Passenger train mileage.....			2,229,574
Freight train mileage.....			3,308,193
All other train mileage.....			1,148,069
To al train mileage.....			6,758,836

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$2,369,185 99	\$1,578,797 19	\$790,388 80
Average per passenger carried.....	3226	2160	1076
Average per passenger per mile.....	0216	0144	0072
Average per passenger train per mile.....	1 0659	7108	2556
Freight earnings and expenses (including miscellaneous earnings).....	4,066,172 77	3,533,899 92	1,132,272 65
Average per ton of freight carried.....	1 0309	7782	2477
Average per ton of freight per mile.....	0 124	0071	0063
Average per freight train per mile.....	1 3753	1 0415	3337

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	85	Feet. 6,571	155	Feet. 14,437
Wooden bridges	5	296	65	6,046
Wooden trestles	9	3,178	21	7,464
Total	49	10,045	241	27,946

EQUIPMENT.	No. owned.	No. leased.	Total number.	Maximum weight of each in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	28	....	28	198,000	20	28	.....
Locomotives, 6 drivers	72	....	72	180,750	20	72	.....
Locomotives, 4 drivers	114	8	122	167,280	20	118	1
Total	214	8	222	.....	....	218	1
First-class passenger cars	197	7	204	46,010	....	204	204
Baggage, mail and express cars	48	3	51	36,000	....	51	51
Total	245	10	255	.....	....	255	255
Box freight cars	3,942	160	4,102	24,000	....	542	286
Stock freight cars	226	....	226	22,000	....	99	54
Coal freight cars	653	....	653	20,000	....	....	63
Flat freight cars	875	....	875	16,000	....	16	269
Caboose, 4-wheel cars	90	....	90	19,000	....	....	....
Caboose, 8-wheel cars	9	....	9	22,000	....	....	....
Service cars	236	....	236	....	....	14	23
Total	6,041	160	6,201	.....	....	671	737

Cars are equipped with Westinghouse automatic brake, and Miller, Perry, Cowell, Dowling, Sofford, Drexel, Gould, Spooner and Hill coupler.
Split switch in use on line of road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	80.25	130.78
Total assessed value of real estate and personal property of company	\$1,955,358 75	.....
Length of steel rails laid during year in repairs, miles	3	11
Railroads crossing road at grade	2	9
Railroads crossing road over or under grade	86	237
Highway crossings at grade without protection	10	100
Highway crossings at grade protected by gates or flagmen	32	107
Highway crossings over or under grade	21	64
Overhead obstructions less than twenty feet above track		

* Ten miles of single track in New York State; 52 miles of double track outside of State.

Passenger cars are heated by steam from locomotives, lighted by center and sidelamps and ventilated by deck sash, globe and Creamer ventilators and transoms.
The American Express Company and the National Express Company operate over this road.
Cars of Pullman's Palace Car Co. and of the Wagner Palace Car Co. run over this road.
Mails are carried at certain rates per mile based on weight as established by the post office department.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	318,688	4.78
Grain	497,350	10.80
Meats and provisions	250,288	5.43
Live stock	284,986	6.94
Lumber	334,771	7.33
Pig and bar iron and steel	181,304	3.87
Iron or other ores	34,409	.75
Coal and coke	840,032	18.38
Petroleum and other oils	59,617	1.30
Manufactures	368,548	8.05
All other merchandise	246,580	5.40
All other agricultural products	397,681	8.73
All other articles not included above	905,468	19.86
Total	4,570,377	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	2	5
Employees	115	17	132
Others	31	36	67
Total	149	55	204

EMPLOYES.

Average number of persons employed (including officials) during year..... 5,121
Aggregate amount of salaries and wages paid them..... \$3,196,052 44

Officers of the Company.

Name.	Title.	Official Address.
HENRY S. MARCY	President	Boston, Mass.
GEORGE A. TORNEY	General Counsel	Boston, Mass.
DANIEL A. GLEASON	Treasurer	Boston, Mass.
JOHN ADAMS	General Superintendent	Boston, Mass.
W. D. EWING	Assistant General Superintendent	Boston, Mass.
J. WHITMORE	General Traffic Manager	Boston, Mass.
H. F. WITCOMB	Registrar	Boston, Mass.
C. B. ANTHONY	General Auditor	Boston, Mass.
A. S. CHEEVER	Chief Engineer	Fitchburg, Mass.
A. S. CRANE	General Freight Agent	Boston, Mass.
J. R. WATSON	General Passenger Agent	Boston, Mass.
GEORGE J. FISHER	Purchasing Agent	Boston, Mass.
JOHN MEDWAY	Superintendent Motive Power	Boston, Mass.
J. W. MARDEN	Superintendent Car Department	Boston, Mass.
JOHN F. GREEN	Paymaster	Boston, Mass.

Directors of the Company.

Name.	Residence.
HENRY S. MARCY	Boston, Mass.
ROBERT CODMAN	Boston, Mass.
RODNEY WALLACE	Fitchburg, Mass.
CHARLES T. CROCKER	Fitchburg, Mass.
JOHN QUINCY ADAMS	Quincy, Mass.
DAVID P. KIRBALL	Boston, Mass.
ALBERT C. HOUGHTON	North Adams, Mass.
FREDERICK L. AMES	Easton, Mass.
GEORGE HETWOOD	Concord, Mass.
WILLIAM SEWARD WEBB	New York city.
FRANCIS SMITH	Rockland, Me.
WILLIAM H. HOLLISTER	New York city.
WILLIAM A. BUNNELL	Lawrence, Mass.
EDWARD TRAYER	Keene, N. H.

Title of company, Fitchburg Railroad Company.

General offices at Boston, Massachusetts.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Wednesday in September.

For information concerning this report address C. S. Anthony, General Auditor.

FONDA, JOHNSTOWN AND GLOVERSVILLE.

(Date of charter, January 17, 1867.)

This company was organized under the General Law by charter dated January 17, 1867.

In 1867 an act was passed legalizing the same (chap. 716, page 1798). Also an act was passed permitting the town of Johnstown, N. Y., to issue town bonds in aid of construction, and regulating the carrying of passengers. (Vol. 1, chap. 17, page 43.) Also an act appointing railroad commissioners was passed in 1867. (Vol. 1, page 134.)

In 1868 an act was passed amending the above. (Vol. 2, page 1307.)

In 1870 an act was passed giving the town authority to release its mortgage. (Vol. 1, chap. 305, page 721.)

In 1873 an act was passed regulating and legalizing the rate of fare for carrying passengers. (Vol. 1, page 668.)

In 1880 an act was passed giving this company authority to purchase the Gloversville and Northville Railroad on foreclosure of the mortgage.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Total par value.
Authorized by law or charter	3,000	\$300,000
Issued for actual cash	500	\$50,000
Issued for the purpose of aiding the sale of bonds, the proceeds of both being used in construction of road	2,500	250,000
Total now outstanding	3,000	\$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	July 1, 1870	30	p.c.	Jan. & July...	\$300,000	\$300,000	\$255,900
Cons. mortgage	Apr. 1, 1881	40	6	Apr. & Oct....	200,000	200,000	200,000
Total					\$500,000	\$500,000	\$455,900

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$199,643 15
Bridges		12,545 70
Superstructure (including ties) and rails		113,340 06
Land		93,581 66
Fences		10,055 53
Passenger and freight stations		108,780 75
Engine and car houses, shops, machinery and tools	\$196 58	21,387 07
Engineering expenses		18,038 15
Purchase of constructed road		191,312 28
Telegraph line		21 64
Improvements	5,910 66	75,968 79
Total cost of road	\$6,087 19	\$824,505 38
EQUIPMENT.		
Locomotives	\$375 00	\$51,478 50
Passenger cars		31,117 68
Mail, baggage and express cars		6,949 00
Freight and other cars	609 13	19,307 49
Total cost of equipment	\$984 13	\$108,842 60
Grand total cost of road and equipment	\$6,981 32	\$943,347 98

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

For purchase of machinery for shops	\$126 53
For purchase of 100 tons steel rails and angle bars and laying same	3,573 75
For construction of new coal office buildings	1,150 06
For construction of stone abutments for iron bridges that take the place of trestles, etc., and wood bridges	1,186 89
For purchase of small engine for wood sawing	275 00
For construction of caboose	6.9 13
	\$6,981 32

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$229,333 41
Less operating expenses (excluding all taxes)	130,374 38
Net earnings from operation	\$99,009 13
<i>Income from other sources as follows, viz.:</i>	
Miscellaneous	1,072 26
Gross income from all sources	\$100,081 39
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$22,817 00
Taxes on property used in operation of road	8,615 63
Taxes on earnings and capital stock	2,186 63
	43,599 26
Net income from all sources	\$56,512 13
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, on 10 per cent common stock	80,000 00
Surplus for year ending June 30, 1892	\$26,512 13

General Income Account.

Surplus for year ending June 30, 1892	\$26,512 13
Surplus up to June 30, 1891	162,351 69
Total surplus June 30, 1892	\$188,863 82

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$117,271 66	\$117,271 66
Passengers, all local	\$58,057 56		58,057 56
Mail	2,109 64		2,109 64
Express	22,264 05		22,264 05
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph	134 02	148 90	282 92
Rents, building	2,063 08	2,314 50	4,397 58
Total gross earnings	\$109,648 35	\$119,735 06	\$329,383 41

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed and track	\$11,144 14	[\$13,392]97	\$24,537 11
Repairs of bridges (including culverts and cattle guards)	108 44	130 13	238 57
Repairs of stations, shops, docks, etc.	1,089 06	1,283 58	2,353 94
Repairs of fences	237 08	264 44	501 47
Total	\$12,569 27	\$15,061 12	\$27,630 39

<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$4,963 69	\$5,965 62	\$10,918 31
Repairs of cars	3,001 77	3,603 13	6,606 90
Total	\$7,964 46	\$9,567 75	\$17,532 21

<i>Conducting transportation:</i>			
Wages of conductors, baggagemen and brakemen	\$3,227 49	\$4,518 47	\$7,745 96
Wages of engineers, firemen and wipers	3,772 28	5,281 19	9,053 47
Fuel for locomotives	4,358 75	6,090 51	10,449 26
Oil and waste	487 78	560 35	1,048 13
Water supply	156 62	219 26	375 88
Other train supplies or expenses, hiring locomotives	1,000 00	1,400 00	2,400 00
Wages of station agents and clerks	5,523 78	7,783 29	13,267 07
Wages for handling freight		9,372 14	9,372 14
Station supplies	862 36	1,081 52	1,874 18
Wages of watchmen, flagmen and switchmen ..	710 73	995 02	1,705 75
Other expenses for depot privileges	2,080 50	5,180 87	7,211 37
Total	\$22,150 29	\$42,823 92	\$64,473 21

<i>General expenses:</i>			
Salaries of general officers and clerks	\$4,300 00	\$5,300 00	\$9,590 00
General office expenses and supplies	41 75	50 31	92 06
Stationery and printing	639 16	768 99	1,406 15
Legal expenses	240 00	338 00	578 00
Loss and damage of freight and baggage		99 33	99 33
Damage to cattle and property	20 00	22 06	42 06
Injuries to persons	6 00		6 00
Mileage of cars of other companies (debit balance)	588 42	753 79	1,292 21
Other general expenses	4,090 38	3,691 68	7,712 06
Total	\$9,875 71	\$10,833 76	\$20,728 47
Grand total operating expenses	\$32,549 73	\$77,694 55	\$180,374 26

FONDA, JOHNSTOWN AND GLOVERSVILLE.

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General Balance Sheet June 30, 1893.

ASSETS.		
Cost of road.....		\$834,505 33
Cost of equipment.....		108,842 80
<i>Other permanent investments, as follows, viz.:</i>		
Real estate investments.....		40,869 45
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$24,691 99	
Bills receivable.....	992 61	
Open accounts.....	30,325 05	
Sinking fund.....	17,461 18	
Pay-roll.....	2,288 17	
Accrued interest.....	10,500 00	
		86,119 55
		<u>\$1,070,826 98</u>

LIABILITIES.		
Capital stock.....		\$300,000 00
Funded debt.....		500,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....		10,500 00
Open accounts.....		6,282 49
Loans and bills payable.....		62,196 26
Wages and supplies.....		2,504 86
Profit and loss (surplus).....		188,863 63
		<u>\$1,070,826 98</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	256,266
Number of passengers carried one mile.....	2,838,238
Number of tons of freight carried.....	136,811
Number of tons of freight carried one mile.....	1,445,717
Passenger train mileage.....	37,616
Freight train mileage.....	19,218
All other train mileage.....	12,512
Total train mileage.....	<u>69,346</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$109,648 35	\$58,549 73	\$57,098 62
Average per passenger carried.....	428	205	223
Average per passenger per mile.....	0087	0185	0002
Average per passenger and mixed train per mile.....	2 18	1 05	1 13
Freight earnings and expenses (including miscellaneous earnings).....	119,785 06	77,624 55	41,910 51
Average per ton of freight carried.....	944	614	33
Average per ton of freight per mile.....	068	054	009
Average per freight train per mile.....	3 77	2 45	1 32

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.....	
Average rate received per mile for carrying passengers, first-class.....	.22
Average rate received per mile per ton for carrying freight, all classes.....	.919

TRACK.	Miles owned, all in N. Y. State.
Main line from Fonda to Northville, single track.....	26.17
Sidings and turnouts on main line.....	5.07
Grand total of tracks, sidings and turnouts.....	<u>31.24</u>
Laid with steel rail, main line.....	15.80
Laid with iron rail, main line.....	10.87

Weight of rails per yard—steel, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.

Entire line in
N. Y. State.

	Feet.
Iron bridges	441
Wooden trestles	343
Total	784

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	1	3	\$7,890 86	3	.....
Locomotives, 4 drivers	3	1	4	11,246 51	4	.....
Total	5	2	7	.....	7	.....
First-class passenger cars	10	.....	10	\$3,040 86	10	10
Baggage, mail and express cars	4	.....	4	1,590 00	4	3
Total	14	.....	14	.....	14	13
Box freight cars	11	.....	11	\$688 50	.....	.....
Flat freight cars	12	.....	12	590 00	.....	.....
Caboose, 4-wheel cars	1	.....	1	480 00	.....	.....
Caboose, 8-wheel cars	1	.....	1	609 13	.....	.....
Total	25	.....	25	.....	.....	.....

Cars equipped with Eames' vacuum brake and Janney coupler. Split and stub switches in use on road; new split switches are put in place of worn stub switches.

Miscellaneous Statistics.

ITEM.

Entire line in
N. Y. State.

Highway crossings at grade without protection	29
Highway crossings at grade protected by gates or flagmen	3
Highway crossings over or under grade	1

Passenger cars are heated by coal stoves, some having hot air carried along sides of cars, lighted by kerosene lamps and ventilated by ventilators in side of car and in elevation in roof. The company receives \$2,109.64 per year for transportation of United States mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.

Tonnage.

Flour	3,980
Grain	1,975
Meats and provisions	4,500
Live stock	130
Lumber	11,500
Pig and bar iron and steel	1,250
Coal	50,198
Petroleum and other oils	2,500
Manufactures	35,000
All other agricultural products	9,500
All other articles not included above	6,234
Total	126,511

NUMBER OF ACCIDENTS.

Employees, injured	3
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EMPLOYEES.

Average number of persons employed (including officials) during year	129
Aggregate amount of salaries and wages paid them during year	\$71,746 83

Officers of the Company.

Name.	Title.	Official Address.
W. J. HEACOCK	President	Gloversville, N. Y.
D. A. WELLS	Vice-President	Johnstown, N. Y.
JOHN McNAB	Treasurer	Gloversville, N. Y.
L. CATEN	Superintendent	Gloversville, N. Y.

Directors of the Company.

Name.	Residence.
W. J. HEACOCK	Gloversville, N. Y.
JOHN McNAB	Gloversville, N. Y.
L. CATEN	Gloversville, N. Y.
C. W. JUDSON	Gloversville, N. Y.
A. D. L. BAKER	Gloversville, N. Y.
D. B. JUDSON	Gloversville, N. Y.
D. A. WELLS	Johnstown, N. Y.
L. VEGHTE	Johnstown, N. Y.
M. WADE	Johnstown, N. Y.
H. VEGHTE	Johnstown, N. Y.
G. F. MILLS	Fonda, N. Y.
WM. LITTAUER	New York city.
W. A. HEACOCK	New York city.

Title of Co. pany, Fonda, Johnstown and Gloversville Railroad Company.

General offices at Gloversville, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report address L. Caten, Superintendent.

GENESEE VALLEY CANAL.

LESSOR.

LESSEE—WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, July 15, 1880.)

This road is leased to the Western New York and Pennsylvania Railroad Company and its operations are included in the report of that company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	11,140	\$1,140,000 00	\$1,140,000
Number of stockholders.....			15

Officers of the Company.

Name.	Title.	Official Address.
CALVIN H. ALLEN	President.....	Mills Building, New York city.
SAMUEL G. DECOURSEY	Vice-President	Philadelphia, Pa.
JOSEPH R. TRIMBLE	Secretary	Philadelphia, Pa.
FRANKLIN S. BUELL	Treasurer	Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DECOURSEY	212 South 8d st., Philadelphia, Pa.
CALVIN H. ALLEN	New York city.
EDWARD L. OWEN	New York city.
JOHN D. PROBST	New York city.
A. ENGLER	New York city.
W. T. TIERS	Philadelphia, Pa.
P. P. PRATT	Buffalo, N. Y.
G. E. BARTOL	Philadelphia, Pa.
E. W. CLARKE, JR.	Philadelphia, Pa.
CARL SCHURZ	New York city.
J. N. BELIGMAN	New York city.
J. D. HANCOCK	Franklin, Pa.
S. MARCUS	New York city.

Title of company, Genesee Valley Railroad Company.

General offices at 84 Exchange street, Buffalo, New York.

Date of close of fiscal year, June 30.

For information concerning this report address John F. Reynolds, Auditor.

GENESEE VALLEY TERMINAL.

LESSOR.

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.

(Date of Charter, August 14, 1882.)

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter, and now outstanding.	5,000	\$500,000	\$479,570

Number of stockholders.....

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount authorized.	Amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	Nov. 1882	p c. 6	.....	\$500,000	\$500,000

Officers of the Company.

Name.	Title.	Official Address.
CALVIN H. ALLEN.....	President.....	Mills Building, New York city.
SAM'L G. DECOURSEY.....	Vice-President.....	242 South Third street, Philadelphia, Pa.
JOSEPH R. TRIMBLE.....	Secretary.....	242 South Third street, Philadelphia, Pa.
FRANKLIN S. BUELL.....	Treasurer.....	84 Exchange street, Buffalo, N. Y.
JOHN F. REYNOLDS.....	Auditor.....	84 Exchange street, Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DECOURSEY.....	Philadelphia, Pa.
CALVIN H. ALLEN.....	New York city.
E. L. OWEN.....	New York city.
G. E. BARTOL.....	Philadelphia, Pa.
A. ENGLER.....	New York city.
W. T. TIERS.....	Philadelphia, Pa.
J. N. SELIGMAN.....	New York city.
G. E. KISSEL.....	New York city.
E. W. CLARK, JR.....	Philadelphia, Pa.
J. D. PROBST.....	New York city.
CARL SCHURZ.....	New York city.
A. MARCUS.....	New York city.
P. P. PRATT.....	Buffalo, N. Y.

Title of company. Genesee Valley Terminal Railroad Company.

General offices at 84 Exchange street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address John F. Reynolds, Auditor.

GLENDALE AND EAST RIVER.

LESSOR.

LESSEE—NEW YORK AND MANHATTAN BEACH.

OPERATED BY THE LONG ISLAND.

(Date of charter, March 26, 1874.)

The Glendale and East River Railroad Company was organized under an act of the Legislature passed April 2, 1850, and the acts amendatory thereof and supplementary thereto and chartered March 26, 1874.

The road extends from Greenpoint to Glendale, N. Y., and is leased to the New York, Brooklyn and Manhattan Beach Railway Company, as successors of the New York and Manhattan Beach Railway Company, at a nominal rental of \$1 per annum.

This road has not been operated by this company for a number of years and no account of earnings or expenses have been kept.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	5,000	\$500,000	.....
Issued and now outstanding	971	97,100	\$7,460

Number of stockholders 15

Cost of Road.

Total cost of road up to June 30, 1891..... \$176,686 39

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$176,686 39

Other permanent investments, as follows, viz.:

Discount..... 7,460 00

\$184,086 39

LIABILITIES.

Capital stock \$7,460 00

Current liabilities, as follows, viz.:

Open accounts..... 176,686 39

\$184,086 39

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN	President	192 Broadway, New York city.
H. W. MAXWELL	Vice-President.....	192 Broadway, New York city.
WM. G. WHEELER.....	Treasurer	192 Broadway, New York city.
D. S. VOORHEES.....	Secretary	192 Broadway, New York city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	New York city.
J. ROGER MAXWELL.....	Brooklyn, N. Y.
FREDERICK W. DUNTON.....	Hollis, L. I., N. Y.
D. C. CORBIN	Spokane Falls, Wash.
ISAAC D. BARTON	Boston, Mass.
HENRY GRAVES	Orange, N. J.
H. W. MAXWELL	Brooklyn, N. Y.

title of company, The Glendale and East River Railroad Company.
 general offices at 192 Broadway, New York city.

date of close of fiscal year, June 30.

date of stockholders' annual meeting, first Wednesday of November.

for information concerning this report, address D. S. Voorhees, Secretary.

GLENS FALLS.

OWNED BY RENSSELAER AND SARATOGA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 20, 1857.)

The Glens Falls Railroad is owned by and leased to the Rensselaer and Saratoga Railroad Company in perpetuity, which lease has been assigned to the Delaware and Hudson Canal Company and is now operated by the said Delaware and Hudson Canal Company.

The funded debt is guaranteed by the Rensselaer and Saratoga Railroad Company, and is all paid but \$10,000.

The Glens Falls Railroad, as soon as completed, without any rolling stock, was handed over to the Rensselaer and Saratoga Railroad Company for one dollar and its debts assumed by that company.

The Rensselaer and Saratoga Railroad Company became entire owner of capital stock by purchase as well as by lease of property.

The Glens Falls railroad is now operated by the Delaware and Hudson Canal Company as part of the Rensselaer and Saratoga system.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	2,000	\$300,000	
Issued for actual cash and now outstanding.....	996	96,600	\$96,600

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
*First mortgage....	1860	35	p.c. 7	Jan. and July	\$125,000	\$10,000	\$10,000

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$77,908 48
Bridges.....	400 00
Superstructure (including ties).....	71,895 00
Land damages.....	18,808 97
Passenger and freight stations.....	27,779 02
Engine and car houses.....	2,811 24
Engineering expenses.....	6,275 57
Road built by contract, Fort Edward to Glens Falls.....	250,000 00
Telegraph line.....	1,066 95
Total cost of road.....	\$456,431 26

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$456,431 26
LIABILITIES.	
Capital stock.....	\$96,600 00
Funded debt.....	10,000 00
Current liabilities as follows, viz.:	
Expended by Rensselaer and Saratoga Railroad Company.....	143,400 00
Expended by Delaware and Hudson Canal Company for extension of road to Lake George....	206,431 26
	\$456,431 26

* Guaranteed by Rensselaer and Saratoga Railroad Company.

GLENS FALLS.

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Officers of the Company.

Name.	Title.	Official Address.
GEORGE H. CRAMER.....	President.....	Troy, N. Y.
JOHN H. NEHER.....	Secretary.....	Troy, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE H. CRAMER	Troy, N. Y.
JOS. M. WARREN	Troy, N. Y.
CHAS. W. TILLINGHAST	Troy, N. Y.
WM. H. DOUGBITY	Troy, N. Y.
C. E. DUDLEY TIBBITS	Troy, N. Y.
FEO. B. WERNER.....	Troy, N. Y.
JAMES A. EDDY.....	Troy, N. Y.
NORMAN B. SQUIRES	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
LA GRAND C. CRAMER.....	Troy, N. Y.
CHAS. B. RUSSELL.....	Troy, N. Y.
ISAAC V. BAKER.....	Comstock, N. Y.
JOHN HUBERT WARREN	Hoosick Falls, N. Y.

Title of company, Glen Falls Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report address, John H. Neher, Secretary.

GOSHEN AND DECKERTOWN.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 22, 1867.)

This company was organized in 1867, for the purpose of constructing a road from Goshen to Deckertown. Its route lays through an agricultural section of remarkable richness and fertility.

It was operated by the company for a term, then leased to the Erie Railway Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	86,000	\$860,000
Issued for actual cash and now outstanding.....	9,619	96,190

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	July 1, 1888	40	p c.	Jan. & July.	\$240,000	\$186,500	\$186,500
Second mort. bonds	Nov. 1, 1889	40	6	May & Nov.	60,000	60,000	60,000
Total					\$300,000	\$246,500	\$246,500

Cost of Road.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$115,840 00
Bridges.....		41 80
Land.....		117,079 68
Land damages.....		37,610 00
Passenger and freight stations.....		7,887 50
Engine and car houses.....		1,000 00
Interest and discount charged to construction.....		8,632 68
Road built by contract.....		50,969 25
Total cost of road.....		<u>\$342,060 00</u>

Income Account for Year Ending June 30, 1892.

<i>Gross income from all sources as follows, viz.:</i>		
Rental received from lessee.....		\$19,085 00
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$14,790 00	
Taxes on capital stock.....	57 71	
Salaries.....	300 00	
Incidental expenses.....	19 00	
		<u>15,066 71</u>
Net income from all sources.....		<u>\$3,998 29</u>
<i>Payments from net income as follows, viz.:</i>		
Dividends declared, 5 per cent on \$96,190 common stock.....		4,809 80
Deficit for year ending June 30, 1892.....		<u>\$841 21</u>

General Income Account.

Deficit for year ending June 30, 1892.....	\$841 21
Surplus up to June 30, 1891.....	8,550 88
Total surplus June 30, 1892.....	<u>\$2,709 12</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$342,060 00
Cash on hand.....	2,709 12
	<u>\$345,309 12</u>
LIABILITIES.	
Capital stock.....	\$96,190 00
Funded debt.....	246,500 00
Profit and loss (surplus).....	2,709 12
	<u>\$345,309 12</u>

Officers of the Company.

Name.	Title.	Official Address.
G. W. MURRAY.....	President.....	Goshen, N. Y.
ROBERT YOUNG.....	Vice-President.....	Florida, N. Y.
C. S. YOUNG.....	Secretary and Treasurer.....	Goshen, N. Y.

Directors of the Company.

Name.	Residence.
G. W. MURRAY.....	Goshen, N. Y.
LEWIS WILLOOX.....	Goshen, N. Y.
CHAUNCEY HULSE.....	Goshen, N. Y.
OLIVER TUTTILL.....	Goshen, N. Y.
C. S. YOUNG.....	Goshen, N. Y.
ROBERT YOUNG.....	Florida, N. Y.
GEO. S. VAIL.....	Florida, N. Y.
DEWITT C. JAYNE.....	Florida, N. Y.
STEWART YOUNG.....	Florida, N. Y.
CURTIS M. VAIL.....	Florida, N. Y.
Z. W. VANDEROEF.....	Florida, N. Y.
DANIEL BAILEY.....	Glenwood, N. J.
N. R. FEAGLES.....	Pine Island, N. Y.

Title of company. Goshen and Deckertown Railway Company.

General offices at Goshen, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report address C. S. Young, Treasurer.

GRAND VIEW BEACH.

OPERATED BY ELECTRICAL POWER.

(Date of charter, January 30, 1889.)

The Grand View Beach Railroad Company was organized January 28, 1889, under the Railroad Act, passed April 2, 1850, with a capital stock of \$40,000, and to continue in existence fifty years. Articles of Incorporation were filed January 30, 1889. The road was to extend from Charlotte, Monroe county, N. Y., along the shore of Lake Ontario, a distance of three and one-half miles, to Long Pond, same county and State.

February 18, 1890, the Board of Railroad Commissioners granted permission for the increase of the capital stock to \$100,000 and the extension of the road to Manitou Beach, a point four miles beyond Long Pond. This was accordingly done by action of the board of directors February 27, 1890. Construction of the road was commenced about February 1, 1891, and operation June 1, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	1,000	\$100,000	.....
Issued for actual cash	400	\$40,000	\$40,000
Issued on account of construction	600	60,000	60,000
Total now outstanding	1,000	\$100,000	\$100,000

Number of stockholders 12

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Mar. 1, 1891	30	p.c. 6	Semi annually	\$300,000	\$200,000	\$200,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, and ballast.....	\$571 17	\$865 41
Superstructure (including ties).....	687 76	687 76
Rails	45 00	45 00
Real estate.....		750 00
Right of way.....	89 46	52,427 01
Power-house, car-house and fixtures.....	198 97	3,749 93
Engineering expenses.....		3,184 23
Interest and discount charged to construction.....		3,152 10
Road built by contract.....		236,000 00
Telephone line.....		407 75
Legal expenses, construction.....		5,240 00
Sundry expenses.....	801 40	2,364 60
Total cost of road.....	\$2,843 76	\$306,231 58

EQUIPMENT.		
Motors and fixtures not in contract.....		\$3 00
Passenger cars	\$104 32	188 55
Freight and other cars.....	137 50	18 50
Total cost of equipment.....	\$ 41 82	\$39 05
and total cost of road and equipment.....	\$ 2,885 58	\$306,260 63

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

For completing ballasting track.....	\$489 68
For putting track braces on a l curve.....	281 44
For replacing ten drop switches with improved spring switches.....	427 76
For building 300 feet of track to coal pile.....	105 10
For completing construction work on wire, etc.....	1,069 68
For freight car and other car fixtures.....	941 88
	<u>\$2,585 58</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$16,548 14
Less operating expenses (excluding all taxes).....	11,378 29

Gross income from all sources.....	\$5,169 85
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Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$11,930 00
Taxes on property used in operation of road.....	485 82
Taxes on earnings and capital stock.....	105 18
	<u>12,511 00</u>

Deficit for year ending June 30, 1892.....	<u>\$7,341 18</u>
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General Income Account.

Deficit for year ending June 30, 1892.....	\$7,341 18
Surplus up to June 30, 1891.....	912 25

Total deficit June 30, 1892.....	<u>\$6,428 93</u>
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Freight, all local.....	\$34 79
Passengers, all local.....	16,513 85
Total gross earnings.....	<u>\$16,548 14</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$102 02
Repairs of roadbed.....	610 57
Repairs of bridges (including culverts and cattle-guards).....	50 27
Repairs of stations, shops, docks, etc.....	71 12
Other expenses for way and structures.....	296 23
Total.....	<u>\$1,130 21</u>

Maintenance of equipment:

Repairs of motors.....	\$836 08
Repairs of cars.....	55 90
Repairs of machinery and tools.....	112 13
Other expenses for maintenance of equipment.....	65 14
Total.....	<u>\$1,069 20</u>

Conducting transportation:

Wages of conductors and men.....	\$2,192 27
Wages of engineers and firemen.....	1,297 61
Fuel for locomotives.....	1,069 88
Oil and waste.....	263 16
Wages of watchmen, flagmen and switchmen.....	676 69
Other expenses for conducting transportation.....	21 29
Total.....	<u>\$5,539 84</u>

General expenses:

Salaries of general officers and clerks.....	\$1,620 49
General office expenses and supplies.....	69 96
Stationery and printing.....	187 24
Outside agencies and advertising.....	431 55
Damage to cattle and property.....	17 00
Telephone maintenance and operation.....	110 20
Other general expenses.....	1,202 68
Total.....	<u>\$3,639 07</u>

Grand total operating expenses.....	<u>\$11,378 29</u>
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GRAND VIEW BRACH

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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$306,281 58
Cost of equipment.....	389 05
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,887 99
Profit and loss (deficiency).....	6,428 98
	<u>\$315,877 55</u>
LIABILITIES.	
Capital stock.....	\$100,000 00
Funded debt.....	200,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	4,000 00
Open accounts.....	877 65
Loans and bills payable.....	11,000 00
	<u>\$315,877 55</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	140,165
Number of passengers carried one mile.....	1,051,237
Passenger train mileage.....	67,446

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$16,548 14	\$11,878 32	\$5,169 82
Average per passenger carried.....	118	081	087
Average per passenger per mile.....	016	011	005
Average per passenger train per mile.....	245	169	076

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first-class	1.68

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Charlotte to Manitou Beach, single track.....	7.50
Slidings and turnouts on main line.....	.25
Grand total of tracks, slidings and turnouts.....	<u>7.75</u>
Laid with steel rail, main line.....	7.50
Weight of rails per yard — steel, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with slag, gravel and earth.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
wooden bridges.....	1	Feet. 15
wooden trestles.....	9	8,925
Total	10	8,940

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Total number.	
	Maximum weight of each in pounds.	
Motor cars.....	7	14,500
First-class passenger cars.....	7	4,000
Coal freight cars.....	1	6,000

Twist chain brake, link and pin coupler on cars.
Two Leary diamond switches, six Pennsylvania Steel Co. tongue switches, eight Eliot Frog and Switch Co. spring switches on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telephone owned and operated by company, miles.....	7.50
Cost of real estate now held by company, exclusive of that used in operation...	\$750 00
Total assessed value of real estate and personal property of company	\$52,000 00
Railroad crossing road at grade.....	1
Highway crossings at grade without protection.....	4

Cars are lighted by incandescent electric lamps and ventilated by windows in roof.

EMPLOYES.

Average number of persons employed (including officials) during year.....	35
Aggregate amount of salaries and wages paid them during year	\$5,806 57

Officers of the Company.

Name.	Title.	Official Address.
H. H. CRAIG	President.....	Greece, N. Y.
M. DOYLE	Vice-President.....	Greece, N. Y.
J. MILLER KELLY.....	Secretary and Treasurer.....	Greece, N. Y.
J. D. LYNN	Attorney	Greece, N. Y.
E. A. ROWORTH	Superintendent	Greece, N. Y.

Directors of the Company.

Name.	Residence.
H. H. CRAIG	Rochester, N. Y.
M. DOYLE	Rochester, N. Y.
J. MILLER KELLY	Rochester, N. Y.
J. D. LYNN	Rochester, N. Y.
J. N. BECKLEY	Rochester, N. Y.
V. FLECKENSTEIN.....	Rochester, N. Y.
H. G. THAYER	Rochester, N. Y.
W. H. CRENELL	Rochester, N. Y.

Title of company, Grand View Beach Railroad Company.

General offices at Greece, Monroe county, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, first Monday in February.

For information concerning this report, address J. Miller Kelly, Secretary.

GREENE.

LESSOR.

LESSEE—DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, October 18, 1869.)

Organized under General Railroad Law. Opened in 1871.

Operated by the Delaware, Lackawanna and Western Railroad Company, under lease dated April 26, 1870, continuing during charter; consideration being six per cent per annum on the stock payable semi-annually, and interest on the bonds. Expenditures made by lessee for construction purposes repaid in stock and bonds. Operations are included in lessee's report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	20,000	\$200,000
Number of stockholders.....		14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*First mortgage.....	Dec. 2, 1872	30	p.c. 7	June & Dec.	\$200,000	\$200,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$107,928 48
Bridges.....		45,236 49
Superstructure (including ties) and rails.....		101,115 08
Land, land damages and fences.....		78,479 46
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations.....		1,638 54
Interest and discount charged to construction.....		28,487 50
Total cost of road.....		\$362,885 50
EQUIPMENT.		
1 locomotives.....		\$32,500 00
1 oil, baggage and express cars.....		8,000 00
1 eight and other cars.....		700 00
Total cost of equipment.....		\$37,200 00
Grand total cost of road and equipment.....		\$400,085 50

* Issued and delivered at par to lessee for building road.

Income Account for Year Ending June 30, 1892.*Income from all sources as follows, viz.:*

Rental, paid by lessees directly to stock and bondholders:		
Twelve months' interest on stock	\$12,000 00	
Twelve months' interest on bonds.....	14,000 00	
		<u>\$26,000 00</u>

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$322,885 50
Cost of equipment		<u>37,300 00</u>
		<u>\$400,085 50</u>
LIABILITIES.		
Capital stock		\$300,000 00
Funded debt		200,000 00
Due lessees for advances.....		<u>85 50</u>
		<u>\$400,085 50</u>

Officers of the Company.

Name.	Title.	Official Address.
MAURICE BIRDSALL	President.....	Binghamton, N. Y.
SAMUEL SLOAN	Vice-President	26 Exchange place, New York city.
JOSEPH E. JULIAND	Secretary and Treasurer..	Greene, N. Y.
FREDERICK G. GIBBENS	Assistant Treasurer	26 Exchange place, New York city.
FRED F. CHAMBERS	Assistant Secretary	26 Exchange place, New York city.
WILLIAM F. HALLSTEAD.....	General Manager	Scranton, Pa.
A. C. SALISBURY	Superintendent	Utica, N. Y.

Directors of the Company.

Name.	Residence.
MAURICE BIRDSALL	Binghamton, N. Y.
FREDERICK E. BARNARD	Greene, N. Y.
ELIAS B. JACKSON	Greene, N. Y.
FREDERICK JULIAND	Greene, N. Y.
JOSEPH E. JULIAND	Greene, N. Y.
WILLIAM J. RUSSELL.....	Greene, N. Y.
BENJAMIN A. WELCH.....	Greene, N. Y.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
FRED F. CHAMBERS	Somerville, N. J.
FREDERICK H. GIBBENS.....	New York city.
J. F. L. CUNNINGHAM	Greene, N. Y.
J. D. VAN VALKENBURGH, Jr	Greene, N. Y.

Title of company, Greene Railroad Company.

General offices at Greene, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Thursday in October.

For information concerning this report address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

GREENWICH AND JOHNSONVILLE.

(Date of charter, September 10, 1879.)

On the 30th day of August, 1879, the property of the Greenwich and Johnsonville Railroad Company was sold under foreclosure sale at Johnsonville, N. Y., suit having been brought by the holders of the first mortgage bond to have the road sold; and was purchased by a committee representing said bondholders, who organized a new company and filed their certificate of incorporation with the Secretary of State September 10, 1879, since which time there has been no changes in the company except in cases of some of its officers.

This company has never issued any bonds.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	1,500	\$150,0 0
Issued for actual cash and now outstanding.....	1,180	<u>118,0 0</u>

Number of stockholders.....

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$37,374 56
Bridges.....		12,561 16
Superstructure (including ties) and rails.....		47,806 21
Land damages and fences.....		21,707 66
Passenger and freight stations.....		1,788 26
Engine and car houses.....		1,158 00
Engineering expenses.....		2,100 00
Total cost of road.....		<u>\$125,399 65</u>
EQUIPMENT.		
Locomotives.....		\$4,466 96
Passenger cars.....		3,367 58
Freight and other cars.....		1,190 00
Total cost of equipment.....		<u>\$9,024 54</u>
Grand total cost of road and equipment.....		<u>\$134,384 37</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$41,068 46
Less operating expenses (excluding all taxes).....		27,077 67
Net earnings from operation.....		<u>\$14,006 79</u>
Income from other sources.....		386 86
Gross income from all sources.....		<u>\$14,331 64</u>
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$490 31	
Taxes on earnings and capital stock.....	470 80	
Taxes other than above.....	86 18	
		<u>1,047 29</u>
Net income from all sources.....		<u>\$13,284 35</u>
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared at 8 per cent on \$118,000 common stock.....		9,440 00
Surplus for year ending June 30, 1892.....		<u>\$3,844 35</u>
General Income Account.		
Surplus for year ending June 30, 1892.....		\$3,844 35
Surplus up to June 30, 1891.....		<u>17,639 66</u>
Total surplus June 30, 1892.....		<u>\$21,474 21</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$23,795 65	\$23,795 65
Passengers all local.....	\$15,647 45		15,647 45
Mail.....	740 36		740 36
Express.....	900 00		900 00
Total gross earnings.....	<u>\$17,287 81</u>	<u>\$23,795 65</u>	<u>\$41,083 46</u>

OPERATING EXPENSES.

Maintenance of way and structures:

1 spairs of track.....	\$4,101 65	\$1,267 22	\$5,468 87
1 spairs of roadbed.....	2,377 52	792 50	3,170 02
1 spairs of bridges (including culverts and cattle-guards).....	564 65	188 22	752 87
1 spairs of stations, shops, docks, etc.....	641 02	213 67	854 69
1 spairs of fences.....	60 40	30 10	90 50
Total.....	<u>\$7,745 24</u>	<u>\$3,581 71</u>	<u>\$10,326 95</u>

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$686 94	\$298 98	\$985 42
Repairs of cars.....	182 23	60 74	243 97
Total	\$869 17	\$359 72	\$1,158 89
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$1,365 00	\$455 00	\$1,820 00
Wages of engineers and firemen	1,668 00	561 00	2,244 00
Fuel for locomotives.....	2,537 94	912 31	3,619 55
Oil and waste	214 00	71 35	285 45
Wages of station agents and clerks	733 00	261 00	1,044 00
Wages for labor at stations	630 00	210 00	840 00
Station supplies.....	225 00	75 00	300 00
Other expenses for conducting transportation..	62 82	20 98	83 75
Total	\$7,700 15	\$2,566 70	\$10,266 85
<i>General expenses:</i>			
Salaries of general officers and clerks	\$1,425 00	\$475 00	\$1,900 00
Stationery and printing.....	390 98	98 98	589 94
Insurance	322 22	107 48	429 75
Loss and damage of freight and baggage	108 47	84 15	144 62
Telegraph maintenance and operation.....	271 13	90 37	361 50
Mileage of cars of other companies (debit balance).....	379 08	126 25	505 43
Other general expenses	1,196 81	398 93	1,595 74
Total	\$3,998 77	\$1,331 21	\$5,334 98
Grand total operating expenses.....	\$20,308 88	\$6,769 94	\$27,077 67

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road and equipment.....		\$184,884 37
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....		2,008 13
Bills receivable		3,081 71
		<u>\$189,474 21</u>
LIABILITIES.		
Capital stock		\$118,000 00
Profit and loss (surplus)		21,474 21
		<u>\$139,474 21</u>

Traffic and Mileage Statistics.

	ITEM.	All local.
Number of passengers carried		31,294
Number of passengers carried one mile.....		438,116
Number of tons of freight carried.....		38,089
Number of tons of freight carried one mile.....		532,547
<hr/>		
Passenger train mileage.....		27.51
Freight train mileage		9.17
All other train mileage.....		1.55
Total train mileage.....		<u>38.23</u>

GREENWICH AND JOHNSONVILLE.

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Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$17,287 81	\$30,308 88	\$3,020 52
Average per passenger carried.....	55	65	10
Average per passenger per mile.....	069	047	008
Average per passenger train per mile.....	628	788	11
Freight earnings and expenses (including miscellaneous earnings).....	23,795 65	6,769 84	Profit. 17,026 31
Average per ton of freight carried.....	62	17	45
Average per ton of freight per mile.....	04	01	03
Average per freight train per mile.....	2 59	74	1 85

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	3.57
Average rate received per mile per ton for carrying freight, all classes.....	4.46

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Greenwich to Johnsonville, single track	14.63
Sidings and turnouts on main line.....	1.50
Grand total of tracks, sidings and turnouts.....	16.13
Laid with steel rail, main line.....	14.63
Average life of ties, 8 years; weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	4	Feet. 77
Wooden bridges.....	21	1,087
Wooden trestles.....	3	350
Total.....	28	1,514

EQUIPMENT.	Number owned.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	2	\$6,500	2	.....
First-class passenger cars.....	1	.....	1	1
Baggage, mail and express cars.....	1	.....	1	1
Total	2	.....	2	2
Flat freight cars.....	3	.....	.....	.....

Passenger and express cars are equipped with Miller platform and buffer and Westinghouse air brake.
Automatic safety and ordinary switches are in use on this road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade.....	1
Highway crossings at grade without protection	13

Passenger cars are heated by coal stoves, lighted with kerosene oil and ventilated in deck.
 National Express Company runs over this road and pays \$75 per month.
 United States government pays for transportation of mail \$740.36 per year for five years.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	353	.95
Grain.....	510	2.13
Live stock.....	81	.08
Lumber.....	1,595	4.16
Pig and bar iron and steel	59	.14
Iron or other ores.....	106	.27
Coal and coke.....	11,413	29.94
Petroleum and other oils.....	199	.54
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	511	1.34
All other manufactures.....	6,505	17.34
All other merchandise.....	2,013	5.39
All other agricultural products.....	5,236	13.91
All other articles not included above	9,064	23.56
Total.....	38,039	100

NUMBER OF ACCIDENTS.

Employee injured.....	1
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EMPLOYEES.

Average number of persons employed (including officials) during year	31
Aggregate amount of salaries and wages paid them during year.....	\$13,316 87

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM D. ROBERTSON	President.....	North Greenwich, N. Y.
ROBERT McMURRAY.....	Vice-President.....	West Cambridge, N. Y.
E. H. GIBSON	Secretary.....	Greenwich, N. Y.
C. H. VAN NESS	Treasurer	Greenwich, N. Y.
J. H. THOMPSON.....	Superintendent.....	Greenwich, N. Y.

Directors of the Company.

Name.	Residence.
WILLIAM D. ROBERTSON	North Greenwich, N. Y.
ROBERT McMURRAY.....	West Cambridge, N. Y.
HENRY GRAY.....	Greenwich, N. Y.
J. H. THOMPSON	Greenwich, N. Y.
W. L. COZZENS	Greenwich, N. Y.
W. L. MOWRY.....	Greenwich, N. Y.
E. H. GIBSON.....	Greenwich, N. Y.
WALDEN EDDY.....	Greenwich, N. Y.
C. H. VAN NESS.....	Greenwich, N. Y.
A. B. COLE.....	Greenwich, N. Y.
LE ROY THOMPSON	Greenwich, N. Y.
JAMES A. LA VAKE.....	Greenwich, N. Y.
EDWARD WHITESIDE.....	South Cambridge, N. Y.

Total of company, Greenwich and Johnsonville Railway Company.

General offices at Greenwich, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday of October.

For information concerning this report, address C. H. Van Ness, Treasurer.

HARLEM RIVER AND PORTCHESTER.

LESSOR.

LESSEE—NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, April 23, 1866.)

The Harlem River and Portchester Railroad Company was incorporated under New York Laws 1866, chapter 763. Leased to the New York, New Haven and Hartford Railroad Company September 30, 1873.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	10,000	\$1,000,000	.....
Issued for actual cash, and now outstanding....	4,255	425,500	\$42,350

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bonds	1873	30	p.c. 7	Apr. and Oct.	\$1,000,000	\$1,000,000	\$1,000,000
First mortgage bonds	1873	20	6	Apr. and Oct.	1,000,000	1,000,000	1,000,000
Second mortgage bonds...	1881	30	4	June & Dec.	1,000,000	1,000,000	1,000,000
Total					\$3,000,000	\$3,000,000	\$3,000,000

Cost of Road..

Total cost of road up to June 30, 1893.

Graveling, masonry and ballast.....	\$646,188 88
Bridges.....	304,982 91
Superstructure (including ties)	422,440 96
Land and land damages.....	577,891 29
Fences.....	16,771 57
Passenger and freight stations	51,544 86
Engine and car houses	28,958 68
Engineering expenses.....	75,143 56
Interest and discount charged to construction.....	650,668 02
Wharfing	282,284 58
Printing and stationery	2,413 67
Legal expenses.....	15,743 73
Res.....	11,668 51
Total cost of road	\$3,066,700 17

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$3,066,700 17
Current assets, as follows, viz.:	
Cash on hand.....	80 00
	\$3,066,780 17

LIABILITIES.	
Capital stock	\$42,350 00
Funded debt	3,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	24,530 17
	<u>\$3,066,780 17</u>

Officers of the Company.

Name.	Title.	Official Address.
LUCIUS TUTTLE	President	Grand Central depot, New York city.
CHARLES P. CLARKE	Vice-President	Grand Central depot, New York city.
WILLIAM L. SQUIRE	Treasurer	Grand Central depot, New York city.
WILLIAM E. BARNETT	Secretary	Grand Central depot, New York city.

Directors of the Company.

Name.	Residence.
CHARLES P. CLARKE	New Haven, Conn.
LEVERETT BRAINARD	Hartford, Conn.
WILLIAM D. BISHOP	Bridgeport, Conn.
NATHANIEL WHEELER	Bridgeport, Conn.
E. I. SANFORD	Bridgeport, Conn.
EZEKIEL H. TROWBRIDGE	New Haven, Conn.
JOSEPH PARK	New York city.
LUCIUS TUTTLE	New Haven, Conn.
GEORGE B. CARHART	Brooklyn, N. Y.
WILLIAM E. BARNETT	New Haven, Conn.
WILLARD PARKER	New York city.
HENRY C. ROBINSON	Hartford, Conn.
WILLIAM L. SQUIRE	New Haven, Conn.

Title of company, The Harlem River and Portchester Railroad Company.
 General offices at Grand Central depot, New York city.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Saturday in April.
 For information concerning this report, address William E. Barnett, Secretary.

HARTFORD AND CONNECTICUT WESTERN.

LESSOR.

LESSEE—CENTRAL NEW ENGLAND AND WESTERN.

(Date of charter, March 31, 1881.)

The Hartford and Connecticut Western Railroad Company, as the successor of the Connecticut Western Railroad Company, was organized June 30, 1881, in accordance with a resolution (No. 123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "incorporating the first mortgage bondholders of the Connecticut Western Railroad Company as the Hartford and Connecticut Western Railroad Company."

By a resolution (No. 139) of the General Assembly of the State of Connecticut, passed at its session January, 1882, permission was given to the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut railroad in the State of New York.

Chapter 839 of the Laws of 1882, of the State of New York, is "An act to authorize the Hartford and Connecticut Western Railroad Company to purchase the Rhinebeck and Connecticut Railroad."

The Hartford and Connecticut Western Railroad was leased, under date of August 30, 1889, to the Central New England and Western Railroad Company for one year from the 31st day of August, 1889, and under date of February 4, 1890, for fifty years from the 31st day of August, 1890. Two dollars per share upon the capital stock outstanding shall be paid by the lessee to the lessor each year of said term of lease.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	80,000	\$3,000,000
Issued for bonds	18,831	\$1,883,100
Issued for purchase of Rhinebeck and Connecticut Railroad	8,000	800,000
Total now outstanding	26,831	\$2,683,100

Number of stockholders

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortg's bonds.	June 30, 1883	20	P.C. 5	Jan. 1, July 1	\$700,000	\$700,000	\$700,000

Cost of Road and Equipment.

Cost of road up to June 30, 1892	\$2,931,747 46
Cost of equipment	873,867 97
Cost of road and equipment	\$3,805,615 43

* Income Account for Year Ending June 30, 1892.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$2,931,747 46
Cost of equipment	873,867 97
<i>Other permanent investments, as follows, viz.:</i>	
Real estate	99,099 47
Springfield and Connecticut Railroad	37,873 58
Profit and loss (deficiency)	10,810 51
	\$3,442,697 99

LIABILITIES.

Capital stock	\$2,683,100 00
Funded debt	700,000 00
<i>Current liabilities, as follows, viz.:</i>	
Loans and bills payable	22,697 99
Convertible bonds	36,900 00
	\$3,442,697 99

Officers of the Company.

Name.	Title.	Official Address.
H. O. SEIXAS	President.	New York city.
J. O. PHELPS	Vice-President.	Simsbury, Conn.
E. R. BEARDSLEY	Secretary and Treasurer.	Hartford, Conn.
H. W. WATSON	Auditor.	Hartford, Conn.

Directors of the Company.

Name.	Residence.
H. O. SEIXAS	New York city.
J. S. WILSON	New York city.
JAMES ARMSTRONG	New York city.
J. W. BROCK	Philadelphia, Pa.
W. W. GIBBS	Philadelphia, Pa.
W. B. SCOTT	Philadelphia, Pa.
C. TOWER, JR.	Philadelphia, Pa.
J. H. APPLETON	Springfield, Mass.
H. A. BOTSFORD	Hartford, Conn.
J. O. PHELPS	Simsbury, Conn.
HENRY GAY	West Winsted, Conn.
FREDERICK MILES	Chapinville, Conn.
E. W. SPURR	Falls Village, Conn.

Title of company, Hartford and Connecticut Western Railroad Company.

General offices at Hartford, Conn.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in December.

For information concerning this report, address E. R. Beardsley, Secretary and Treasurer.

Hartford and Connecticut Western Railroad is leased to Central New England and Western Railroad Company for two per cent on its capital stock and interest on bonds, etc. which amounts paid directly to the holders by Central New England and Western Railroad Company.

HAYTS CORNERS, OVID AND WILLARD.

LESSOR.

LESSEE — LEHIGH VALLEY RAILWAY.

(Date of charter, September 15, 1882.)

The Hayts Corners, Ovid and Willard railroad was organized in 1882, and articles of association filed in the Secretary of State's office September 15, 1882.

The right of way was purchased by subscription; the grading was done by the able-bodied inmates of the Willard Insane Asylum, pursuant to an act, chapter 382, Laws of 1882. The roadbed was then leased to the Geneva, Ithaca and Sayre Railroad Company, said road to iron, fence and operate said road. Said company have conformed to the requirements of the lease and are now operating the road.

Capital Stock.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter.....	400	\$40,000
Issued for actual cash and now outstanding	41	4,100

Cost of Road.

Total cost up to
June 30, 1882.

Land and land damages..... \$2,278 58

Officers of the Company.

Name.	Title.	Official Address.
JAMES B. THOMAS.....	President	Ovid, N. Y.
WILLIAM JONES.....	Treasurer	Ovid, N. Y.
JOHN F. COVERT.....	Secretary	Ovid, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE W. JACACKS	Geneva, N. Y.
JAMES B. THOMAS	Ovid, N. Y.
WILLIAM JONES	Ovid, N. Y.
WILLIAM C. HAZLETON	Ovid, N. Y.
CHARLES V. SUTTON.....	Ovid, N. Y.
JOHN DENNISTON	Ovid, N. Y.
ALDEN HORTON.....	Ovid, N. Y.
JOHN F. COVERT.....	Ovid, N. Y.
SILAS M. KINNE	Ovid, N. Y.
HERMAN D. EASTMAN.....	Lodi, N. Y.
ABRAHAM B. JOHNSON.....	Hayts Corners, N. Y.
JOHN B. CHAPIN.....	Philadelphia, Pa.

Title of company, Hayts Corners, Ovid and Willard Railroad Company.

General offices at Ovid, N. Y.

Date of close of fiscal year, September 22.

For information concerning this report, address James B. Thomas, President.

HERKIMER, NEWPORT AND POLAND.

(Date of charter, June 29, 1880.)

Company organized under the general law according to chapter 140, Laws of 1880, passed April 2, 1880, and amendments thereto, authorizing the formation of railroad companies. In operation May 29, 1882.

Gauge of road changed from 8 feet 6 inches to 4 feet 8 inches, by authority of chapter 78, Laws of 1891, passed March 16, 1891.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	5,000	\$500,000	\$500,000

Number of stockholders..... 9

***Cost of Road and Equipment.**

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading and masonry.....	\$138,691 01	\$304,075 23
Ballast.....	26,484 99	27,548 00
Bridges.....	65,180 87	82,231 01
Superstructure (including ties).....	42,860 94	95,417 61
Rails.....		116,401 32
Land and land damages.....	14,378 95	39,458 58
Fences.....	994 97	9,510 49
Passenger and freight stations.....	2,380 98	10,896 45
Engine and car houses.....	22,510 79	26,075 71
Shops, machinery and tools.....	1,475 76	3,799 08
Engineering expenses.....	2,911 79	8,390 71
Interest and discount charged to construction.....	13,688 37	13,688 37
Telephone line.....		290 70
Stationery.....	2,270 67	2,270 67
Salaries.....	6,252 43	6,252 43
Miscellaneous expenses.....	2,979 21	3,090 19
Track, tools and machinery.....	2,868 43	2,868 43
Total cost of road.....	\$345,865 09	\$652,744 91

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The change of gauge, change of line of roadway, erection of new buildings, bridges, etc., has practically wiped out the narrow gauge road and makes the present an entirely new line.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$55,489 65
Less operating expenses (excluding all taxes).....	37,741 13
Net earnings from operation.....	\$17,748 52
<i>Income from other sources as follows, viz.:</i>	
Car service (balance).....	2,296 69
Gross income from all sources.....	\$20,045 21
<i>Deductions from income as follows, viz.:</i>	
Interest on floating debt.....	\$48 00
Taxes on property used in operation of road.....	569 20
Taxes on earnings and capital stock.....	416 36
Taxes other than above.....	91 65
	1,425 21
Surplus for year ending June 30, 1892.....	\$18,620 00

*No equipment owned by the company; rolling stock in use being borrowed.

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1893	\$18,620 00
Surplus to June 30, 1891	14,736 56
	<hr/>
Less depreciation of equipment.....	\$33,415 56
	<hr/>
Total surplus June 30, 1893	\$39,475 11

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$31,006 65	\$31,006 65
Passengers, all local.....	\$30,538 47		30,538 47
Mail.....	515 85		515 85
Express.....	2,610 57		2,610 57
Miscellaneous, as follows, viz.:			
Sundry items.....	189 10	283 65	472 75
Total gross earnings.....	\$34,199 33	\$31,290 33	\$55,489 65

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed.....	\$2,963 59	\$4,445 40	\$7,408 99
Repairs of bridges (including culverts and cattle guards).....	58 17	87 25	145 42
Repairs of stations, shops, docks, etc.....	283 96	423 95	707 91
Repairs of fences.....	43 65	65 47	109 12
Other expenses for maintenance of way and structures.....	85 41	128 12	213 53
Total.....	\$3,434 78	\$5,152 19	\$8,586 97

Maintenance of equipment:

Repairs of locomotives.....	\$414 26	\$631 28	\$1,045 54
Repairs of cars.....	2,535 73	1,549 95	4,085 68
Repairs of machinery and tools.....	635 69	953 53	1,589 22
Other expenses for maintenance of equipment.....	254 26	381 49	635 75
Total.....	\$3,899 94	\$3,506 25	\$7,406 19

Conducting transportation:

Wages of conductors and men.....	\$777 08	\$1,165 63	\$1,942 71
Wages of engineers and firemen.....	979 48	1,469 25	2,448 73
Fuel for locomotives.....	1,169 62	1,734 43	2,904 05
Oil and waste.....	104 64	155 98	260 62
Water supply.....	16 00	24 40	40 40
Other train supplies or expenses.....	91 41	137 11	228 52
Wages of station agents and clerks.....	717 92	1,075 89	1,793 81
Wages for labor at stations.....	60 28	793 34	853 62
Station supplies.....	80 28	90 42	150 70
Wages of watchmen, flagmen and switchmen.....	237 05	355 48	592 53
Other expenses for conducting transportation.....	708 46	1,062 70	1,771 16
Total.....	\$4,832 55	\$8,067 21	\$12,899 76

General expenses:

Salaries of general officers and clerks.....	\$2,589 72	\$3,884 59	\$6,474 31
General office expenses and supplies.....	35 64	80 47	116 11
Stationery and printing.....	366 90	550 34	917 24
Outside agencies and advertising.....	118 41		118 41
Legal expenses.....	177 37	365 07	542 44
Telegraph maintenance and operation.....	159 50	229 09	388 59
Other general expenses.....	152 48	228 72	381 20
Total.....	\$3,618 32	\$5,249 88	\$8,868 20
Grand total operating expenses.....	\$15,745 59	\$21,995 54	\$37,741 13

HERKIMER, NEWPORT AND POLAND.

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General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$652,744 91
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies		200 00
Assignment of mortgage on repair shop		800 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$12,751 07	
Due by agents	3,442 96	
Open accounts	10,018 08	
Materials and supplies	9,109 70	
		34,296 81
		<u>\$688,041 72</u>
LIABILITIES.		
Capital stock		\$500,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay-rolls		21,277 77
Open accounts		155,688 84
Sundries		800 00
Mortgage on repair shop		800 00
Profit and loss (surplus)		9,475 11
		<u>\$688,041 72</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	64,450
Number of passengers carried one mile	686,116
Number of tons of freight carried	35,338
Number of tons of freight carried one mile	489,396
Passenger train mileage	31,198
Freight train mileage	12,410
Total train mileage	<u>43,608</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$24,199 32	\$15,745 59	\$8,453 73
Average p-r passenger carried	875	244	131
Average per passenger per mile	0363	1 229	0124
Average per passenger train per mile	776	505	271
Freight earnings and expenses (including miscellaneous earnings)	31,290 33	21,995 54	9,294 79
Average per ton of freight carried	885	622	263
Average per ton of freight per mile	0639	0449	019
Average per freight train per mile	2 52	1 77	75

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	3
Average rate received per mile per ton for carrying freight, all classes	6.34

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Herkimer to Poland, single track	16.4
Sidings and turnouts on main line	3.90
Grand total of tracks, sidings and turnouts	<u>20.3</u>
Laid with steel rail, main line	20.3

Average life of rails — steel, 15 years; average life of ties, 5 years; weight of rails per yard — steel, 75 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	18	<i>Feet.</i> 1,214
Wooden bridges.....	2	125
Total	20	1,339

Split switches and spring-rail frogs in use on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$79,600 00
Highway crossings at grade without protection.....	10
Highway crossings at grade protected by gates or flagmen	2

The cars running over road are heated by steam, lighted by kerosene lamps, 800° test oil, and ventilated by monitor roofs.

The company has a traffic arrangement with the American Express Company for business between Utica and points on the line by which the American Express Company receives two-thirds and the railroad company one third of gross receipts from such business.

Company receives \$815.87 per year for carrying three northward bound and three southward bound mails daily.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	493	1.39
Grain	516	1.46
Meat and provisions	1,711	4.81
Live stock	46	.13
Lumber and logs	9,501	26.89
Pig and bar iron and steel	2,148	6.08
Stone	7,386	20.91
Coal and coke	4,950	14.03
Petroleum and other oils	388	1.10
Shipment of manufactured goods received by railroad companies within this State from manufactories within this State	545	1.54
All other manufactures.....	1,887	5.34
All other merchandise.....	854	2.42
All other agricultural products.....	1,838	5.20
All other articles not included above.....	8,075	8.71
Total.....	35,338	100

EMPLOYES.

Average number of persons employed (including officials) during the year.....	43
Aggregate amount of salaries and wages paid them during the year	\$18,306 04

Officers of the Company.

Name.	Title.	Official Address.
W. SEWARD WEBB	President.....	New York city.
JAMES W. HUSTED*	Vice-President.....	Peekskill, N. Y.
FRANK G. SMITH	Treasurer	New York city.
W. N. ROBERTS	Chief Engineer.....	Herkimer, N. Y.
HENRY L. SPRAGUE.....	General Counsel.....	New York city.

* Deceased.

Directors of the Company.

Name.	Residence.
W. SEWARD WEBB	New York city.
FRANK G. SMITH.....	New York city.
ARTHUR G. LEONARD	New York city.
JAMES EAGEN	New York city.
CHAS. H. BENNETT	New York city.
WILLIAM L. CARDEN	New York city.
ARTHUR H. GODFREY.....	New York city.
HENRY L. SPRAGUE.....	New York city.
C. D. FLAGG.....	New York city.

Title of Company, Herkimer, Newport and Poland Railway Company.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in March.

For information concerning this report, address Thomas E. Merritt, Auditor, 51 East Forty-fourth street, New York city.

ISLAND.

(Date of charter, September 1, 1883.)

This corporation was organized under chapter 140 of the Laws of 1850, and the acts amendatory thereof and supplementary thereto. The certificate of incorporation was filed September 1, 1883.

The railroad of this company is operated in connection with certain coal docks owned by it, and situated between Blackwell canal, in the city of Buffalo, and Buffalo river.

Thus far it has been used altogether for the transportation of coal brought to Buffalo by other corporations, and whose cars have run over the tracks of this company.

This company has no cars of its own, all used by it having been supplied by other corporations with whose tracks it makes connections.

Its equipment consists of one locomotive.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	2,500	\$250,000
Issued for actual cash.....	100	\$10,000
Issued for property.....	1,900	190,000
Total now outstanding	2,000	\$200,000
Number of stockholders		14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*General mortgage bonds	Nov 1, 1883	40	p. c. 6	Semi-annually	\$400,000	\$400,000

† Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Cost of road.....	\$599,000 00
Equipment—locomotive	6,500 00
Total cost of road and equipment.....	\$605,500 00

* The foregoing bonds, together with 1,900 shares of stock, were issued in payment for property in the city of Buffalo, conveyed to said corporation and now owned by it.

† The corporation is unable to separate the cost of its road into items, as the property acquired was that of a completed railroad. The entire cost of superstructure, including rails, was \$181,000; for land, land damages and fences, \$418,000. There have been no additions or betterments during year ending June 30, 1892.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$54,084 07
Less operating expenses (excluding all taxes).....	27,153 00
Net earnings from operation	\$26,932 07
<i>Income from other sources as follows, viz.:</i>	
Rentals	257 50
Gross income from all sources	\$27,189 57
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$24,000 00
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	12,098 04
	36,098 04
Deficit for year ending June 30, 1892	\$8,958 47

General Income Account.

Deficit for year ending June 30, 1892.....	\$8,958 47
Deficit up to June 30, 1891.....	14,849 97
Total deficit June 30, 1892.....	\$23,808 44

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Miscellaneous, handling coal	\$54,084 07
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OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of trestle.....	\$1,378 45
Repairs of docks, etc.....	1,506 98
Total.....	\$2,885 43

Maintenance of equipment:

Repairs of locomotive.....	\$89 44
Repairs of machinery and tools	315 68
Total	\$405 12

Conducting transportation:

Wages of engine crew	\$1,572 27
Fuel for locomotive and engines.....	508 66
Oil and waste.....	73 67
Water supply.....	21 25
Wages paid for handling coal	18,943 08
Total.....	\$21,421 93

General expenses:

Salaries of general officers and clerks.....	\$1,330 00
General office expenses and supplies.....	45 10
Stationery and printing.....	47 75
Other general expenses	1,087 72
Total	\$2,440 57

Grand total operating expenses.....	\$27,153 00
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$599,000 01
Cost of equipment	6,500 01
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	496 91
Open accounts	2,024 41
Profit and loss (deficiency).....	23,308 44
	\$23,829 76

LIABILITIES.	
Capital stock	\$300,000 00
Funded debt	400,000 00

Current liabilities, as follows, viz.:

Open accounts	31,329 89
	<u>\$631,329 89</u>

Description of Road and Equipment.

TRACK.		Feet owned, all in N. Y. State.
Main line authorized from terminal point to terminal point		710 feet.
Sidings and turnouts on main line		5,330 feet.
Grand total of tracks, sidings and turnouts		<u>6,040 feet.</u>

Laid with steel rail, main line	710 feet.
Laid with steel rail, sidings	5,330 feet.

BRIDGES.		Entire line in N. Y. State.
Wooden trestle		1

EQUIPMENT.	
Locomotives, 6 drivers	1

Miscellaneous Statistics.

ITEM.	
Total assessed value of real estate and personal property of company	\$456,970 00
The company handles cars of any corporation desiring to unload coal at its docks.	

DESCRIPTION OF FREIGHT MOVED.		TONNAGE.
ITEM.		
Coal		225,465

EMPLOYES.	
Average number of persons employed (including officials) during year	43
Aggregate amount of salaries and wages paid them during year	\$31,430 35

Officers of the Company.

Name.	Title.	Official Address.
E. H. MEAD	President	1 Broadway, N. Y. city.
SAMUEL THORNE	Vice-President	1 Broadway, N. Y. city.
WM. E. STREET	Secretary and Treasurer	1 Broadway, N. Y. city.

Directors of the Company.

Name.	Residence.
E. H. MEAD	South Orange, N. J.
W. E. STREET	Darien, Conn.
SAMUEL THORNE	New York city.
GEO. W. QUINTARD	New York city.
THOS. HODGSON	Buffalo, N. Y.
FRANKLIN SELICK	Buffalo, N. Y.
H. L. TERHUNE	Mount Clair, N. J.

For information concerning this report address Thomas Hodgson, General Superintendent, 237 Washington street, Buffalo, N. Y.

KAATERSKILL.

(Date of charter, November 23, 1882.)

The Kaaterskill railroad was organized November 25, 1882, under the act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations," etc., passed April 3, 1860, and the amendments thereof known as chapter 560, Laws of 1871, and chapter 193, Laws of 1879, for the purpose of constructing a narrow gauge railroad from annersville Junction, N. Y., to Kaaterskill Station, N. Y. This road was constructed chiefly to convey the summer passenger traffic to the mountains and is operated only during the summer months.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding.....	1,000	\$100,000

Number of stockholders..... 10

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds..	Jan. 1, 1885	30	p c. 6	Jan. 1, July 1	\$60,000	\$60,000	\$60,000

Cost of Road and Equipment.

	Road.	Total cost up to June 30, 1892.
Grading, masonry and ballast		\$73,103 72
Bridges.....		20,002 64
Superstructure (including ties)		12,010 01
Rails.....		24,285 82
Land, land damages and fences.....		6,567 72
Passenger and freight stations.....		6,659 48
Engine and car houses		1,016 40
Shops, machinery and tools.....		307 19
Fuel and water stations		434 99
Engineering expenses.....		3,671 40
Total cost of road		\$148,009 37
	EQUIPMENT.	
Locomotives.....		\$19,034 78
Passenger cars		6,106 25
Mail, baggage and express cars.....		3,000 00
Freight and other cars		221 29
Total cost of equipment.....		\$28,362 30
Grand total cost of road and equipment		\$176,371 67

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$14,351 45
Less operating expenses (excluding all taxes)	9,467 83
Gross income from all sources	\$4,883 62
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$3,600 00
Taxes on property used in operation of road	588 99
Taxes on earnings and capital stock	77 17
Taxes other than above	36 44
Discount and interest	1,080 00
	5,382 60
Deficit for year ending June 30, 1892	\$498 98
General Income Account.	
Deficit for year ending June 30, 1892.....	\$498 98
Deficit up to June 30, 1891	7,662 87
Total deficit June 30, 1892.....	\$8,161 85

KAATERSKILL.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$2,795 99	\$2,795 99
Passengers, all local	\$10,737 22		10,737 22
Mail	124 71		124 71
Express	348 75		348 75
<i>Miscellaneous, as follows, viz.:</i>			
Engine service	259 82	64 96	324 78
Total gross earnings	\$11,490 50	\$2,860 95	\$14,351 45

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed	\$1,796 09	\$449 08	\$2,245 12
Repairs of bridges (including culverts and cattle guards)	8 42	2 11	10 53
Repairs of stations, shops, docks, etc.	44 41	11 11	55 52
Repairs of fences	5 92	1 49	7 41
Total	\$1,854 84	\$463 74	\$2,318 58
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$297 24	\$74 22	\$371 56
Repairs of cars	362 91		362 91
Repairs of machinery and tools	1 63	41	2 04
Total	\$661 78	\$74 73	\$736 51
<i>Conducting transportation:</i>			
Wages of conductors and men	\$1,224 66	\$308 67	\$1,533 33
Wages of engineers and firemen	1,042 25	290 57	1,332 82
Fuel for locomotives	1,108 49	278 85	1,387 34
Oil and waste	34 89	8 60	43 49
Water supply	96 24	24 06	120 30
Other train supplies or expenses	5 96	1 50	7 46
Wages of station agents and clerks	611 10	153 78	764 88
Wages for labor at stations	89 72	23 43	113 15
Station supplies	4 35	1 10	5 45
Total	\$4,222 17	\$1,055 59	\$5,277 76
<i>General expenses:</i>			
Salaries of general officers and clerks	\$663 98	\$168 00	\$831 98
General office expenses and supplies	30 40	7 60	38 00
Stationery and printing	43 48	10 88	54 36
Outside agencies and advertising	104 84	27 22	132 06
Legal expenses	32 80	8 08	40 88
Loss and damage of freight and baggage	96	24	120
Damage to cattle and property	28 00	7 00	35 00
Total	\$907 96	\$227 02	\$1,134 98
Grand total operating expenses	\$7,646 75	\$1,821 08	\$9,467 83

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road		\$148,009 37
Cost of equipment		28,362 30
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$6,381 63	
Due by agents	1,728 24	
Open accounts	726 03	
Materials and supplies	2,173 60	
Profit and loss (deficiency)		11,066 49
		8,161 55
		<u>\$195,600 01</u>

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.

Capital stock	\$100,000 00
Funded debt	60,000 00

Current liabilities as follows, viz.:

Audited vouchers and pay-rolls	\$17,600 01
Loans and bills payable	18,000 00
	<u>35,600 01</u>
	<u>\$195,600 01</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	27,334
Number of passengers carried one mile	149,323
Number of tons of freight carried	3,136
Number of tons of freight carried one mile	16,332
Passenger train mileage	13,280

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$11,490 50	\$7,646 75	\$3,843 75
Average per passenger carried	42	28	14
Average per passenger per mile	077	051	026
Average per passenger train per mile	1 08	72	36
Freight earnings and expenses (including miscellaneous earnings)	2,800 95	1,821 08	1,080 87
Average per ton of freight carried	912	581	331
Average per ton of freight per mile	1752	1115	0637
Average per freight train per mile	1 08	60	49

ITEM.

All local.
Cents.

Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	7.306
Average rate received per mile per ton for carrying freight, all classes	17.119

Description of Road and Equipment.

TRACK.

Miles owned, all
in N. Y. State.

Main line authorized from Kaaterskill junction to Kaaterskill station, single track	7.50
Sidings and turnouts on main line .....	.25
Total of tracks, sidings and turnouts	<u>7.75</u>

Laid with steel rail, main line	7.50
Laid with steel rail, sidings .....	.25

Average life of rails—steel, 30 years; average life of ties, 7 years; weight of rails per yard—steel, 40 lbs.; gauge of track, 3 feet; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	1	<i>Feet.</i> 140
Wooden trestles	10	1,130
Total	11	<u>1,300</u>

KAATERSKILL.

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Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in yrs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	2	\$9,400	56,000	18	2	.....
First-class passenger cars.....	12	\$3,000	22,000	16	2	2
Baggage, mail and express cars	12	1,500	19,000	16	2	2
Total	4	.....	.....	.....	4	4
Service cars.....	4	\$35	400	9	.....	.....

Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler; freight cars with ordinary link and pin and hand brake.
Stub switches are used on the entire line.

Miscellaneous Statistics.

ITEM.	Entire line in New York State.
Total assessed value of real estate and personal property of company.....	\$41,063 00
Highway crossings at grade without protection	5

Road operated during summer months only; passenger cars are lighted by oil lamps and ventilated by deck roof and over-door ventilators.

The American Express Company does business on this road; pays for general merchandise 17½ cents per 100 lbs.; perishable freight 10 cents per 100 lbs.

The company receives from the government for carrying the mails \$348.88 per annum or \$43.61 per mile.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	286	9.12
Grain.....	487	15.53
Meats and provisions.....	86	2.74
Lumber.....	333	10.62
Pig and bar iron and steel	136	4.31
Coal and coke.....	417	13.30
Petroleum and other oils.....	53	1.69
Manufactures.....	393	12.53
All other merchandise	695	22.16
All other agricultural products.....	48	1.53
All other articles not included above.....	206	6.57
Total	3,136	100

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	29
Aggregate amount of salaries and wages paid them during the year.....	\$5,871 49

Officers of the Company.

Name.	Title.	Official Address.
EDWIN YOUNG.....	President	Rondout, N. Y.
SAMUEL A. DIMMICK.....	Vice-President	Rondout, N. Y.
JAMES H. JONES.....	General Superintendent.....	Rondout, N. Y.
R. B. JONES.....	Secretary and Treasurer.....	Rondout, N. Y.
N. A. SIMS.....	General Freight and Passenger Agent...	Rondout, N. Y.

REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.		
Name.		Residence.
EDWIN YOUNG		Albany, N. Y.
ALBERT CARDOZA		New York city.
GEORGE J. HARDING		Philadelphia, Pa.
GEORGE HARDING		Philadelphia, Pa.
SAMUEL G. DIMMICK		Kingston, N. Y.
JAMES H. JONES		Rondout, N. Y.
R. B. JONES		Rondout, N. Y.

Title of company. Kaaterskill Railroad Company.

General office at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday of February.

For information concerning this report, address R. B. Jones, Treasurer.

KANONA AND PRATTSBURGH.

(Date of charter, April 2, 1886.)

The work of construction was started on July 30, 1888, and finished October, 1899.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	1,200	\$120,000	.....
Issued for actual cash and now outstanding....	120	12,000	\$12,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Apr. 8, 1888	30	p.c. 5	Semi-annually	\$122,000	\$122,000	*

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast			\$49,128 24
Bridges and trestles			5,037 23
Superstructure (including ties)			14,153 08
Rails			36,589 27
Land and land damages			20,568 70
Fences		\$1,430 88	1,430 88
Passenger and freight stations, engine and car houses			4,100 00
Engineering expenses			10,394 40
Total cost of road		\$1,430 88	\$141,430 88
EQUIPMENT.			
Freight and other cars		\$2,496 97	\$2,496 97
Grand total cost of road and equipment		\$3,927 85	\$143,927 85

* These bonds are not sold but are hypothecated by the company.

KANONA AND PRATTSBURGH.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$15,246 60
Less operating expenses (excluding all taxes)	9,869 89
Gross income from all sources	\$5,377 01
<i>Deductions from income, as follows, viz.:</i>	
Taxes	642 54
Surplus for year ending June 30, 1892	\$4,734 47

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$9,102 08	\$9,102 08
Passengers, all local	\$4,898 77		4,898 77
Mail	541 80		541 80
Express	245 58		245 58
<i>Miscellaneous, as follows, viz.:</i>			
Resulting from car mileage, leases of build- ings, etc.	463 97		463 97
Total gross earnings	\$6,144 52	\$9,102 08	\$15,246 60

OPERATING EXPENSES.

Maintenance of way and structures	\$2,442 80
<i>Maintenance of equipment:</i>	
Repairs of locomotives	\$400 00
Repairs of cars	206 58
Total	\$606 58
<i>Conducting transportation:</i>	
Wages of conductors, men, engineers and firemen	\$1,803 10
Fuel for locomotives	1,497 80
Oil and waste	331 30
Other train supplies or expenses	210 00
Total	\$3,841 70
<i>General expenses:</i>	
Salaries of general officers and clerks	\$2,032 55
General office expenses and supplies	817 87
Stationery and printing	199 00
Total	\$2,978 92
Grand total operating expenses: passenger, \$6,579.73; freight, \$3,269.86.	\$9,869 59

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$141,430 88
Cost of equipment	2,496 97
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$239 07
Open accounts	98 87
Materials and supplies	987 50
	1,325 44
	\$145,253 29

LIABILITIES.

Capital stock	\$12,000 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls	\$961 13
Open accounts	220 24
Loans and bills payable	100,000 00
Sundries	27,837 86
	128,518 82
Profit and loss (surplus)	4,734 47
	\$145,253 29

REPORT OF THE RAILROAD COMMISSIONERS.

* Traffic and Mileage Statistics.

ITEM.	All local
Number of passengers carried	13,47
Number of passengers carried one mile.....	1,125
Number of tons of freight carried	12,368
Number of tons of freight carried one mile.....	1,115
Mixed train mileage.....	12,400

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$6,144 52		
Average per passenger carried.....	8684	\$0 5240	\$0 0294
Average per passenger per mile	8945		
Average per passenger train per mile.....	8945		
Freight earnings and expenses (including miscellaneous earnings)	9,108 08	9,860 59	5,877 01
Average per ton of freight carried.....	7423	40	8438
Average per ton of freight per mile.....	0849		
Average per freight train per mile.....	0649		

ITEM.	All local
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	33.40
Average rate received per mile per ton for carrying freight, all classes.....	40.00

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Kanona to Prattsburgh, single track	11.44
Sidings and turnouts on main line .....	.50
Grand total of tracks, sidings and turnouts.....	11.94

Average life of rails—steel, 12 years; average life of ties, 10 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8 $\frac{1}{4}$ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	9	Feet. 228

EQUIPMENT.	No leased.	Average cost of each	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	1	\$5,500	30,000	1
Passenger, baggage, mail and express cars	1	\$3,500		1
Box freight cars.....	6	\$500		
Flat freight cars.....	6	300		
Total.....	12			

Passenger car is equipped with Westinghouse air brake; freight cars with the hand brake. Split switches used on road.

* Printed as reported; evidently incorrect.—Railroad Commissioners.

KANONA AND PRATTSBURGH.

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Miscellaneous Statistics.

Entire line in
N. Y. State.

Highway crossings at grade without protection

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Passenger car is heated by stove, lighted by lamps (kerosene oil) and ventilated by windows and ventilators in roof.

Wells-Fargo Express Company runs over road and allows 10 cents per 100 lbs. on freight and 10 per cent of the gross earnings.

The United States government allows us for transportation of mails \$42.75 per mile on an average of 211 lbs. per day; if more, are allowed in proportion.

DESCRIPTION OF FREIGHT MOVED.

Tonnage.

Corn and bran	70
Grain	4,580
Live stock	220
Hogs and bark	730
Coal and coke	1,220
Manufactures	1,708
All other agricultural products	3,560
All other articles not included above	100
Total	12,268

EMPLOYEES.

Average number of persons employed (including officials) during the year	18
Aggregate amount of salaries and wages paid them during the year	\$6,618 00

Officers of the Company.

Name.	Title.	Official Address.
A. E. GODEFFROY	President	45 Broadway, New York city.
MARTIN PINNEY	Vice-President	Prattsburgh, N. Y.
JAY K. SMITH	Secretary	Prattsburgh, N. Y.
A. K. SMITH	Treasurer	Prattsburgh, N. Y.

Directors of the Company.

Name.	Residence.
A. E. GODEFFROY	New York city.
MARTIN PINNEY	Prattsburgh, N. Y.
JAY K. SMITH	Prattsburgh, N. Y.
A. K. SMITH	Prattsburgh, N. Y.
J. H. FOSTER	New York city.
CHAS. O. THOMPSON	New York city.
CHAS. KIMBALL	New York city.

Title of company, The Kanona and Prattsburgh Railroad Company.

General offices at Prattsburgh, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, April 30.

For information concerning this report, address A. E. Godeffroy, President, 45 Broadway, New York city.

KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN.

(Date of charter, April 4, 1889.)

The Keeseville, Ausable Chasm and Lake Champlain Railroad Company was organized April 2, 1889, under the General Railroad Act of 1840 and amendments thereto, for the purpose of constructing a line of railroad about six miles in length from Keeseville to Port Kent by way of Ausable Chasm, meeting the New York and Canada division of the Delaware and Hudson Canal Company Railroad on Lake Champlain.

By chapter 261, Laws of 1889, this company is authorized to collect fares from passengers not exceeding six cents per mile or any fraction of a mile.

Active operations of trains were commenced May 26, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON STOCK.	
	Number of shares.	Total par value.
Authorized by law or charter	6,000	\$60,000
Is paid for actual cash and now outstanding	3,071	30,710
Number of stockholders		91

REPORT OF THE RAILROAD COMMISSIONERS.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on am't outstanding.
			Rate.	When payable.			
First mort. bonds...	Dec. 1, 1889	20	p.c. 6	June & Dec.	\$30,000	\$30,000	\$0.00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast .....	.....	\$2,150 84
Bridges .....	.....	11,833 20
Superstructure (including ties) .....	.....	8,544 78
Rails .....	.....	11,751 83
Land .....	.....	250 00
Land damages .....	.....	1,821 11
Passenger and freight stations	\$211 74	2,150 73
Engine and car houses .....	.....	576 07
Shops, machinery and tools .....	.....	235 35
Fuel and water stations .....	.....	208 08
Interest and discount charged to construction .....	.....	50 00
Road built by contract, grading, masonry and fencing .....	.....	16,800 08
Telegraph line .....	.....	575 90
Total cost of road	\$211 74	\$56,127 49
EQUIPMENT.		
Passenger cars	\$335 00	\$3,337 50
Transfer wagon .....	.....	147 93
Total cost of equipment	\$335 00	\$2,485 45
Grand total cost of road and equipment	\$1,036 74	\$58,612 94

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Coal sheds built	\$211 74
------------------------	----------

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$14,668 82
Less operating expenses (excluding all taxes)	13,315 03
Net earnings from operation	\$1,353 79
<i>Income from other sources, as follows, viz.:</i>	
Interest	\$61 84
Sales of coal	739 54
	761 38
Gross income from all sources	\$2,115 17
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$1,950 00
Rentals	500 01
Taxes on property used in operation of road	39 88
Taxes on earnings and capital stock	81 56
Taxes other than above	27 40
	2,591 80
Deficit for year ending June 30, 1892	\$476 63

KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN. 295

General Income Account.

Deficit for year ending June 30, 1892	\$476 68
Deficit up to June 30, 1891	1,391 91
Total deficit June 30, 1892	<u>\$1,768 54</u>

DETAILED STATEMENT OF RENTALS.

Engine rented, Delaware and Hudson Canal Company	\$500 01
--	----------

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, all local		\$5,757 84	\$5,757 84
Passengers, all local	\$8,069 23		8,069 23
Mail	361 76		361 76
Express	480 00		480 00
Total gross earnings	<u>\$8,910 98</u>	<u>\$5,757 84</u>	<u>\$14,668 82</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$432 94	\$247 61	\$680 55
Steel rails laid	1,360 97	680 51	1,991 48
Repairs of roadbed	326 51	198 16	523 67
Repairs of bridges, (including culverts and cattle-guards)	37 56	18 79	56 35
Repairs of stations, shops, docks, etc.	41 92	20 95	62 87
Repairs of fences	22 68	20 95	53 63
Other expenses for maintenance of way and structures	40 42	132 79	173 21
Total	<u>\$3,272 00</u>	<u>\$1,269 76</u>	<u>\$3,541 76</u>

Maintenance of equipment:

Repairs of locomotives	\$318 83	\$108 78	\$328 11
Repairs of cars	117 25	41 91	159 16
Other expenses for maintenance of equipment	165 00		165 00
Total	<u>\$495 58</u>	<u>\$150 69</u>	<u>\$646 27</u>

Conducting transportation :

Wages of conductors and men	\$732 68	\$402 14	\$1,134 82
Wages of engineers and firemen	841 26	451 48	1,292 74
Fuel for locomotives	2,228 00	1,194 91	3,422 91
Oil and waste	262 35	156 42	418 77
Other train supplies or expenses	6 00		6 00
Wages of station agents and clerks	842 50	447 50	1,290 00
Wages for labor at stations		7 12	7 12
Station supplies	23 12	37 58	60 70
Wages of watchmen, flagmen and switchmen	266 00	142 00	408 00
Other expenses for conducting transportation	557 02	172 13	729 15
Total	<u>\$5,768 98</u>	<u>\$3,011 28</u>	<u>\$8,780 21</u>

General expenses :

General office expenses and supplies	\$11 00		\$11 00
Stationery and printing	72 94	\$45 14	118 00
Outside agencies and advertising	18 00		18 00
Loss and damage of freight and baggage		4 12	4 12
Telegraph maintenance and operation	4 85	4 85	9 70
Mileage of cars of other companies (debit balance)	140 00	44 64	184 64
Other general expenses	84	41	1 25
Total	<u>\$247 63</u>	<u>\$90 16</u>	<u>\$346 79</u>
Grand total operating expenses	<u>\$8,784 14</u>	<u>\$4,530 89</u>	<u>\$13,315 03</u>

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road	\$56,137 49
Cost of equipment	2,486 48
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,708 30
Due by agents.....	608 56
Open accounts.....	559 98
Materials and supplies.....	616 37
Profit and loss (deficiency).....	3,488 06
	1,708 54
	<u>\$68,869 54</u>
LIABILITIES.	
Capital stock	\$30,710 00
Funded debt.....	30,000 00
<i>Current liabilities as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$150 00
Open accounts.....	3,009 54
	3,159 54
	<u>\$63,869 54</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	26,912
Number of passengers carried one mile.....	151,783
Number of tons of freight carried	9,480
Number of tons of freight carried one mile	53,467
Train mileage, mixed	26,384

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$8,910 98	\$8,784 14	\$126 84
Average per passenger carried.....	331	326	005
Average per passenger per mile	0587	0579	0008
Freight earnings and expenses (including miscellaneous earnings)	5,757 84	4,580 80	1,226 95
Average per ton of freight carried	607	478	129
Average per ton of freight per mile	108	085	023

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.....	5.43
Average rate received per mile for carrying passengers, all classes.....	9.5
Average rate received per mile per ton for carrying freight, all classes.....	

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.
Main line from Port Kent to Keeseville, single track.....	5.64
Slidings and turnouts on main line.....	.38
Grand total of tracks, slidings and turnouts.....	5.96
Laid with steel rail, main line.....	1.06
Laid with iron rail, main line.....	4.88
Weight of rail per yard — steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 330
Wooden bridges.....	8	60
Wooden trestles.....	4	728
Total	13	1,088

KEESEVILLE, AUSABLE CHASM AND LAKE CHAMPLAIN. 297

Description of Road and Equipment -- (Continued).

EQUIPMENT.	Number.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars.....	2	2	2

Air and hand brake and patent and link couplers used on this road. There are three point switches on main line and four stub switches on sidings.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	5.75
Cost of real estate now held by company, exclusive of that used in operation....	\$3,500 00
Total assessed value of real estate and personal property of company.....	5,000 00
Length of steel rails laid during year in repairs	1.08
Highway crossings at grade without protection	5

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by raised roof ventilators.

National Express runs over this road; service rendered at \$40 per month.
Mails are carried for sub-contractor.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	310.38
Grain	101.40
Meat and provisions.....	457.57
Live stock.....	1.50
Lumber	681.41
Pig and bar iron and steel.....	1,330.97
Coal and coke.....	2,339.36
Petroleum and other oils.....	314.97
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	\$,026.76
All other merchandises.....	318.89
All other articles not included above.....	1,711.86
Total	9,479.87

EMPLOYES.

Average number of persons employed (including officials) during the year.....	16
Aggregate amount of salaries and wages paid them during the year.....	\$4,136 56

Officers of the Company.

Name.	Title.	Official Address.
EDMUND K. BARBER	President.....	Keeseville, N. Y.
RUFUS PRESCOTT.....	Vice-President.....	Keeseville, N. Y.
CHAS. M. HOPKINS	Treasurer.....	Keeseville, N. Y.
ADELBERT W. BOYNTON	Secretary and Passenger Agent.....	Keeseville, N. Y.
CONANT S. TAYLOR	General Manager.....	Keeseville, N. Y.

Directors of the Company.

Name.	Residence.
RUFUS PRESCOTT	Keeseville, N. Y.
EDMUND K. BARBER.....	Keeseville, N. Y.
GEO. H. KINGSLAND.....	Keeseville, N. Y.
CONANT S. TAYLOR	Keeseville, N. Y.
RICHARD HOAG.....	Keeseville, N. Y.
CHARLES M. HOPKINS.....	Keeseville, N. Y.
HEMAN H. FORBENCE.....	Keeseville, N. Y.
EDMUND K. BARBER.....	Keeseville, N. Y.
HENRY M. MOULD.....	Keeseville, N. Y.
ADELBERT W. BOYNTON	Keeseville, N. Y.
CHARLES F. TABOR.....	Keeseville, N. Y.
THOS. S. COOLIDGE.....	Glens Falls, N. Y.
LOUIS S. CRANDALL.....	Troy, N. Y.

Title of company, The Keeseville, Ausable Chasm and Lake Champlain Railroad Company.

General offices at Keeseville, Essex county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in April.

For information concerning this report, address Chas. M. Hopkins, Treasurer.

KINDERHOOK AND HUDSON.

(Date of charter, January 9, 1889.)

The Kinderhook and Hudson Railway Company, with a capital of \$170,000, was incorporated under and in pursuance of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	1,700	\$170,000
Issued for actual cash	17	\$1,700
Issued on account of construction	1,683	168,300
Total now outstanding.....	1,700	\$170,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds	Dec. 1, 1889	20	6 ^{p.c}	June & Dec.	\$375,000	\$375,000

Cost of Road and Equipment.

Total cost up to June 30, 1892.

Purchase of constructed road and equipment..... \$537,852 68

Income Account for Year Ending June 30, 1892.

Gross earnings from operations	\$47,232 35
Less operating expenses (excluding all taxes)	22,908 61
Net earnings from operation.....	\$24,323 74
<i>Income from other sources, as follows, viz.:</i>	
Real estate	\$1,700 00
Sale of railroad ties	493 00
	2,193 00
Gross income from all sources	\$26,516 74
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$17,325 00
Rentals	7,500 00
Taxes on property used in operation of road.....	374 30
	25,199 30
Surplus for year ending June 30, 1892	\$1,417 44

General Income Account.

Surplus for year ending June 30, 1892	\$1,417 44
Surplus up to June 30, 1891	13,887 06
Interest on bonds, property of railway company.....	6,050 97
Total surplus June 30, 1892.....	\$21,355 47

DETAILED STATEMENT OF RENTALS.

Boston and Albany Railroad Company.....	\$7,500 00
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KINDERHOOK AND HUDSON.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$36,694 28	\$36,694 28
Passengers, all local	\$18,893 01		18,893 01
Mail	857 84		857 84
Express	519 88		519 88
Miscellaneous, as follows, viz.:			
Mileage		255 94	255 94
Sundries	81 96		81 96
Total gross earnings	\$30,852 19	\$36,890 16	\$47,232 35

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$1,892 35		\$1,892 35
Repairs of roadbed	1,043 13		1,043 13
Repairs of bridges (including culverts and cattle-guards)	54 58		54 58
Repairs of stations, shops, docks, etc.	1 58		1 58
Repairs of fences	123 99		123 99
Total	\$3,614 63		\$3,614 63

Maintenance of equipment:

Repairs of locomotives	\$320 18	\$390 17	\$640 35
Repairs of cars	436 28	517 86	953 64
Repairs of machinery and tools	61 79	61 80	123 59
Total	\$818 25	\$969 83	\$1,717 58

Conducting transportation:

Wages of conductors and men	\$1,198 27	\$1,198 26	\$3,896 53
Wages of engineers and firemen	1,695 84	1,695 84	3,391 68
Fuel for locomotives	2,372 75	2,372 76	4,745 51
Oil and waste	329 18	329 19	658 37
Other train supplies or expenses	276 35	276 35	552 70
Wages of station agents and clerks	805 39	805 39	1,610 78
Station supplies	107 07	107 07	214 14
Wages of watchmen, flagmen and switchmen ..	654 94		654 94
Other expenses for conducting transportation ..	266 61	109 00	369 21
Total	\$7,706 40	\$6,887 46	\$14,598 86

General expenses:

Salaries of general officers and clerks	\$3,809 10		\$3,809 10
General office expenses and supplies	305 05		305 05
Stationery and printing	663 32		663 32
Legal expenses	13 00		13 00
Mileage of cars of other companies (debit balance)	11 22		11 22
Other general expenses	80 85		80 85
Total	\$3,882 54		\$3,882 54
Grand total operating expenses	\$15,021 82	\$7,786 79	\$23,808 61

General Balance Sheet June 30, 1892

ASSETS.

Cost of road and equipment	\$587,859 68
Other permanent investments, as follows, viz.:	
Bonds of this company	173,500 00
Real estate	1,100 00
Open accounts	80 50
	<u>\$711,488 18</u>

LIABILITIES.	
Capital stock	\$170,000 00
Funded debt	875,000 00
<i>Current liabilities as follows, viz.:</i>	
Interest on funded debt due and accrued	12,727 50
Open accounts	39,642 88
Loans and bills payable	92,186 88
Cash, overdraft	570 56
Profit and loss (surplus)	21,355 47
	<hr/> \$711,488 18

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	64,107
Number of passengers carried one mile	492,586
Number of tons of freight carried	37,275
Number of tons of freight carried one mile	469,576
Passenger train mileage	39,639
Freight train mileage	11,330
Total train mileage	<hr/> 50,969

Description of Road and Equipment.

	Miles owned, all in N. Y. State.
Main line authorized from Niverville to Hudson Junction, single track	16.33
Sidings and turnouts on main line	2.
Grand total of tracks, sidings and turnouts	<hr/> 18.33
Laid with steel rail, main line	16.33
Laid with steel rail, branches or other roads	2.

Average life of rails—steel, 15 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	4	<i>Feet.</i> 208
Wooden bridges	1	20
Total	5	418

EQUIPMENT.	No. owned.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	80,000	17	3	3
First-class passenger cars	2	38,000	.....	2	2
Baggage, mail and express cars	1	36,000	.....	1	.....
Total	3	.....	.....	3	.....
Box freight cars	10	23,000	.....	.....	.....
Coal freight cars	2	20,000	.....	.....	.....
Flat freight cars	8	18,000	.....	.....	.....
Service cars	4	.....	.....	.....	.....
Total	24	.....	.....	.....	.....

Westinghouse brake used on passenger cars.
Clarke-Jeffrey split switches and steel rail frogs on road.

KINDERHOOK AND HUDSON.

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Miscellaneous Statistics.

ITEM.

Entire line in
N. Y. State.

Road constructed and opened for business, during the year, miles	16.23
Cost of real estate now held by company, exclusive of that used in operation.....	\$1,100 00
Highway crossings at grade without protection.....	20
Passenger cars are heated by stoves lighted with coal oil and ventilated by side ventilators.	
The United States pays \$287.34 per annum for transportation of mails.	

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	86	.3
Grain	1,288	4.5
Meats and provisions	214	.7
Lumber	634	2.3
Pig and bar iron and steel	84	.1
Coal and coke.....	14,446	53.0
Petroleum and other oils	134	.4
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	3,753	14.0
All other manufactures	1,466	5.3
All other merchandise	1,926	7.1
All other agricultural products.....	2,700	9.8
All other articles not included above.....	644	2.5
Total.....	27,275	100

EMPLOYES.

Average number of persons employed (including officials) during year.....	83
Aggregate amount of salaries and wages paid them during year	\$10,359 00

Officers of the Company.

Name.	Title.	Official Address.
J. V. CLARKE.....	President	344 Pine street, New York city.
J. MULLIN.....	Vice-President.....	Watertown, N. Y.
FRANK WALTZ.....	Treasurer.....	Syracuse, N. Y.
JOHN R. PAWLING.....	Secretary.....	Watertown, N. Y.
J. W. BROWN.....	Superintendent	Hudson, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE B. PHELPS	Watertown, N. Y.
T. H. CAMP	Watertown, N. Y.
J. R. PAWLING	Watertown, N. Y.
H. H. RICE	Watertown, N. Y.
J. MULLIN.....	Watertown, N. Y.
E. M. GATES	Watertown, N. Y.
J. F. MOFFETT	Watertown, N. Y.
FRANK WALTZ	Syracuse, N. Y.
J. V. CLARKE	New York city.
J. D. PARSONS	Albany, N. Y.
J. SPENCER HOSFORD	Kinderhook, N. Y.
O. G. STAPLE	Washington, D. C.
R. H. HUNTINGTON.....	Watertown, N. Y.

Title of company, The Kinderhook and Hudson Railway Company.

General offices at Hudson, N. Y.

Date of close of fiscal year, June, 30.

Date of stockholders' annual meeting, first Tuesday in January.

For information concerning this report address Frank Waltz, Treasurer, Syracuse, N. Y.

LACKAWANNA AND SOUTHWESTERN.

REPORT OF M. S. BLAIR, RECEIVER.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$14,980 46
Less operating expenses (excluding all taxes)	14,910 64
Gross income from all sources.....	\$19 82
Deductions from income, as follows, viz.:	
Taxes on earnings and capital stock	300 54
Deficit for year ending June 30, 1892.....	\$380 72

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Deficit for year ending June 30, 1892.....	\$380 72
Surplus up to June 30, 1891.....	709 13
Total surplus June 30, 1892.....	<u>\$488 41</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$5,697 73	\$5,697 73
Passengers, through.....	\$187 92		
Passengers, local.....	4,118 80		
Express.....	\$4,276 29		4,276 29
	430 00		430 00
Miscellaneous, as follows, viz.:			
Train collections.....	3,536 44		3,536 44
Total gross earnings.....	\$8,332 73	\$5,697 73	\$14,980 46

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of roadbed.....	\$2,890 95	\$1,027 31	\$4,518 27
Repairs of bridges (including culverts and cattle guards).....	371 08	247 38	618 46
Other expenses for maintenance of way and structures.....	170 86	113 90	284 76
Total.....	\$3,432 90	\$2,388 59	\$5,794 49
Maintenance of equipment:			
Repairs of locomotives.....	\$189 11	\$126 07	\$315 18
Repairs of cars.....	351 73	284 47	596 19
Repairs of machinery and tools.....	44 09	29 29	73 48
Total.....	\$584 93	\$389 83	\$974 85
Conducting transportation:			
Wages of conductors and men.....	\$908 92	\$605 94	\$1,514 86
Wages of engineers and firemen.....	736 42	430 94	1,237 36
Fuel for locomotives.....	591 65	304 43	896 08
Oil and waste.....	23 52	25 67	49 19
Other train supplies or expenses.....	45 14	30 09	75 23
Wages of station agents and clerks.....	8 6 30	570 56	1,437 16
Wages for labor and stations.....	115 90	77 27	193 17
Station supplies.....	24 14	18 75	42 89
Wages of watchmen, flagmen and switchmen.....	371 05	247 37	618 42
Other expenses for conducting transportation.....	554 69	369 30	924 49
Total.....	\$4,246 73	\$2,631 12	\$7,077 85
General expenses:			
Salaries of general officers and clerks.....	\$540 00	\$360 00	\$900 00
General office expenses and supplies.....	71 02	47 24	118 26
Stationery and printing.....	70 85	47 24	118 09
Total.....	\$781 87	\$454 48	\$1,136 45
Grand total operating expenses.....	\$8,946 42	\$5,964 22	\$14,910 64

Receiver's General Balance Sheet June 30, 1892.

ASSETS.

Current assets, as follows, viz.:	
Cash on hand.....	\$1,647 77
Open accounts.....	1,826 24
Materials and supplies.....	125 23
	<u>\$3,599 24</u>

LIABILITIES.

Current liabilities, as follows, viz.:

Audited vouchers and pay rolls.....	\$2,153 29
Open accounts.....	1,196 83
Due agents	11 21
Profit and loss (surplus).....	488 41
	<u>\$3,849 39</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....			24,402
Number of passengers carried one mile.....			171,316
Number of tons of freight carried.....	7,150	4,887	11,537
Number of tons of freight carried one mile....	94,774	50,552	135,226
Passenger train mileage.....			15,260
Freight train mileage.....			7,680
Total train mileage.....			<u>23,040</u>

ITEM.	Earnings	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..	\$8,293 73	\$8,946 49	\$718 69
Average per passenger carried.....	32	36	04
Average per passenger per mile.....	04	05	01
Average per passenger train per mile.....	53	58	05
Freight earnings and expenses (including miscellaneous earnings)	6,697 73	5,964 23	Profit. 733 51
Average per ton of freight carried.....	58	51	07
Average per ton of freight per mile.....	049	044	005
Average per freight train per mile.....	87	77	10

ITEM.

Through and local.
Cents.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes.....	4
Average rate received per mile per ton for carrying freight, all classes.....	4.9

Description of Road and Equipment.

TRACK.

Miles owned, all in N. Y. State.

Main line from Olean to Bolivar, single track.....	18
Sidings and turnouts on main line	1
Grand total of tracks, sidings and turnouts	<u>19</u>

Laid with iron, main line.....	18
--------------------------------	----

Weight of rails per yard — Iron, maximum, 85 lbs.; minimum, 30 lbs.; gauge of track, 3 feet.

EQUIPMENT.

Number owned.

Locomotives, 6 drivers.....	1
Locomotives, 4 drivers.....	1
Total	<u>2</u>

First class passenger cars.....	4
Baggage, mail and express cars	2
Total	<u>6</u>

Miscellaneous Statistics.

ITEM.

Entire line in N. Y. State.

Telegraph owned and operated by company, miles.....	18
Passenger cars are heated by stoves and lighted by lamps.	
American Express Company operates over road at \$35.00 per month.	

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	199	1.73
Grain.....	87	.76
Meats and provisions.....	12	.10
Lumber.....	7,794	65.94
Petroleum and other oils.....	485	4.30
Manufactures.....	686	5.81
All other merchandise.....	561	4.86
All other agricultural products.....	297	2.40
All other articles not included above.....	1,566	12.80
Total.....	11,537	100

Title of company, Lackawanna and Southwestern Railroad Company.

General offices at Angelica, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address J. H. Merriam, Accountant.

LACKAWANNA AND SUSQUEHANNA.

BUILT, OWNED AND OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 9, 1867.)

The Lackawanna and Susquehanna railroad was built and is owned by the Delaware and Hudson Canal Company under an act of the Legislature passed May 9, 1867, and was opened in January, 1872. There was no special issue of stock or bonds for its construction. The operations, earnings and expenses of that part of the road within the State of New York are included in those of the Albany and Susquehanna railroad.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....		\$493,694 02
Bridges.....		82,018 98
Superstructure (including ties) and rails.....		382,037 13
Land damages and fences.....	\$50 00	86,555 81
Passenger and freight stations.....		19,364 58
Engine and car houses.....		2,182 81
Engineering expenses.....		19,273 88
Wharfing.....		2,500 00
Total cost of road.....	\$50 00	\$1,087,627 16
EQUIPMENT.		
Locomotives.....		\$103,500 00
Passenger cars.....		7,600 00
Mail, baggage and express cars.....		5,000 00
Total cost of equipment.....		\$116,100 00
Grand total cost of road and equipment.....	\$50 00	\$1,203,727 16

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Right of way near Windsor, N. Y., land damages..... \$50 00

Officers of the Company.

Same as lessee's report of the Albany and Susquehanna railroad.

Title of company owning road, Delaware and Hudson Canal Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address S. T. S. Henry, Auditor.

LAKE CHAMPLAIN AND MORIAH.

(Date of charter, December 4, 1897.)

Capital Stock.

	COMMON.	
	Number of shares	Total par value.
Authorized by law or charter, issued on account of construction and now outstanding	2,000	\$300,000.

Cost of Road and Equipment.

ROAD.	Addition or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$132,897 13
Bridges		22,914 86
Superstructure (including ties) and rails		88,709 99
Land, land damages and fences	*\$335 68	81,943 07
Passenger and freight stations		4,670 91
Engine and car houses, shops, machinery and tools,	1,581 82	41,280 48
Engineering expenses		5,680 00
Total cost of road	\$1,196 19	\$328,096 44
EQUIPMENT.		
Locomotives	\$949 00	\$52,787 00
Passenger cars	137 60	5,250 00
Freight and other cars	6,795 00	70,815 00
Total cost of equipment	\$7,881 60	\$128,852 00
* Grand total cost of road and equipment	\$9,077 79	\$456,928 44

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$92,066 97
Less operating expenses (excluding all taxes)	69,881 00
Net earnings from operation	\$22,225 97
<i>Income from other sources as follows, viz.:</i>	
Interest and rents	309 68
Gross income from all sources	\$22,625 65
<i>Deductions from income as follows, viz.:</i>	
Taxes on property used in operation of road	\$2,366 62
Taxes on earnings and capital stock	1,131 04
Taxes other than above	89 75
Net income from all sources	\$19,038 24
<i>Payments from net income as follows, viz.:</i>	
Dividends declared, ten per cent on \$300,000 common stock	90,000 00
Deficit for year ending June 30, 1892	\$961 76

* Deduction.

* The great cost of road and equipment is due to the fact that the grades are very heavy, running as high as 250 feet to the mile and aggregating nearly 1,400 feet descent in 7.56 miles. Nearly all the business is furnished by the iron ore mines of Mineville. When these mines are exhausted or worked out the use of the road must cease.

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Deficit for year ending June 30, 1892.....	\$961 75
Surplus up to June 30, 1891.....	811,774 28
Total surplus June 30, 1892.....	<u>\$810,812 53</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$90,713 71	\$90,713 71
Passenger, all local.....	\$1,128 47		1,128 47
Miscellaneous, as follows, viz.:			
Car service		204 79	204 79
Total gross earnings	\$1,128 47	\$90,918 50	\$92,056 97

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of tracks and roadbed	\$13,284 20
Repairs of bridges (including culverts and cattle guards).....	127 31
Repairs of stations, shops, docks, etc	1,974 35
Repairs of fences.....	412 06
Other expenses for maintenance of way and structures	1,429 19
Total	<u>\$17,227 72</u>

Maintenance of equipment:

Repairs of locomotives	\$6,612 76
Repairs of cars.....	1,622 09
Repairs of machinery and tools.....	463 56
Other expenses for maintenance of equipment.....	701 43
Total	<u>\$9,407 49</u>

Conducting transportation:

Wages of conductors and men.....	\$3,965 00
Wages of engineers and firemen	7,438 79
Fuel for locomotives.....	16,940 54
Oil and waste.....	2,086 06
Water supply.....	61 94
Wages of station agents and clerks	2,619 99
Wages of watchmen, flagmen and switchmen	951 53
Total	<u>\$39,010 45</u>

General expenses:

Salaries of general officers	\$1,800 00
General office expenses and supplies.....	80 35
Stationery and printing.....	33 90
Legal expenses.....	223 21
Telegraph maintenance and operation.....	78 00
Other general expenses.....	1,950 77
Total	<u>\$4,176 24</u>

Grand total operating expenses	<u>\$69,881 00</u>
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General Balance Sheet June 30, 1892.

Assets.

Cost of road	\$328,095 44
Cost of equipment.....	126,822 00
Current assets, as follows, viz.:	
Cash on hand.....	\$1,408 85
Due by agents.....	719 58
Open accounts	11,128 96
Materials and supplies	40,561 73
	<u>53,824 12</u>
	<u>\$510,812 53</u>

LAKE CHAMPLAIN AND MORIAH.

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LIABILITIES.

Capital stock.....	\$300,000 00
Profit and loss (surplus)	310,312 56
	<u>\$610,312 56</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	3,366
Number of passengers carried one mile.....	23,562
Number of tons of freight carried	437,902
Number of tons of freight carried one mile.....	<u>3,536,241</u>
Mixed train mileage	8,834
Freight train mileage	40,740
All other train mileage.....	<u>63,000</u>
Total train mileage.....	<u>112,574</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$1,188 47	\$3,110 24	\$1,971 77
Average per passenger carried	338	934	586
Average per passenger per mile	048	132	084
Average per passenger train per mile.....	516	1 401	895
Freight earnings and expenses (including miscellaneous earnings)	90,918 50	66,720 76	Profit. 24,197 74
Average per ton of freight carried.....	207	153	054
Average per ton of freight per mile	027	02	007
Average per freight train per mile.....	1 921	1 409	519

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.....	
Average rate received per mile for carrying passengers, all classes.....	4.8
Average rate received per mile per ton for carrying freight, all classes.....	2.7

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from Port Henry to Mineville, single track.....	7.66
Sidings and turnouts on main line	8.83
Grand total of tracks, sidings and turnouts.....	<u>16.49</u>

Laid with steel rail, main line.....	7.66
--------------------------------------	------

Average life of rails—steel, 15 years; average life of ties, 5 years; weight of rails per yard—steel, maximum, 60 lbs.; minimum, 55 lbs.; gauge of track 4 feet 8½ inches; ballasted with gravel, fine ore and tailings.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
on bridges.....	2	Feet. 230
wooden bridges.....	1	16
Total.....	3	246

Description of Road and Equipment — (Continued).

EQUIPMENT.	No. owned.	Aggregate cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	5	\$10,531	118,540	10	5	.....
Locomotives, 4 drivers	4	7,188	55,882	10	1	.....
Total	9	.....	.....	.....	6	.....
First-class passenger cars	1	\$4,775	26,890	20	1	1
Second-class passenger cars	3	500	6,720	12	.....	.....
Total	4	.....	.....	.....	1	1
Box freight cars	2	\$475	14,950	10	.....	.....
Coal freight cars	24	250	6,484	5	.....	.....
Flat freight cars	6	180	7,240	5	.....	.....
Push, 4-wheel cars	1	75	175	10	.....	.....
Service 4-wheel ore cars	282	255	6,794	6	.....	.....
Total	315	.....	.....	.....	.....	.....

First-class passenger coaches equipped with Westinghouse air brake, Miller buffer and coupler; second-class with hand-wheel brake and link and pin coupler; freight and service cars with side lever brake on all wheels and link and pin coupler; stub and target switch used on main line and sidings.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telephone owned by this company and operated by the Northern New York Telephone Company, miles	7.66
Road constructed and opened for business, if any, during the year, miles	1.587
Total assessed value of real estate and personal property of company	\$164,050
Length of steel rails laid during year in repairs, miles	2,122
Railroad crossing road over or under grade	1
Highway crossings at grade without protection	6
Highway crossings over or under grade	2
Overhead obstructions less than twenty feet above track	2

Passenger cars are heated by steam heater and coal stoves (safety), lighted by oil lamps and lanterns and ventilated by top of doors and side of cars.

Description of Freight Moved.

ITEM.	Tonnage.
Flour	1,408
Lumber, wood and bark	861
Pig and bar iron and steel	207
Iron or other ores	411,101
Coal and coke	21,363
Petroleum and other oils	99
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	1,402
All other manufactures	138
Steel rails	33
All other articles not included above	61
Total	1,294
Total	437,962

EMPLOYEES.

Average number of persons employed (including officials) during the year	101
Aggregate amount of salaries and wages paid them during the year	\$49,909 97

Officers of the Company.

Name.	Title.	Official Address.
GEO. R. SHERMAN	President	Port Henry, N. Y.
A. E. TOWER	Treasurer	Poughkeepsie, N. Y.
F. S. WITHERS	Secretary	Port Henry, N. Y.
E. B. HEDDING	Superintendent	Port Henry, N. Y.

LAKE CHAMPLAIN AND MORIAH.

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Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
GEO. R. SHERMAN	Port Henry, N. Y.
WALTER C. WITHERBEE	Port Henry, N. Y.
ALBERT E. TOWER	Poughkeepsie, N. Y.
FRANK S. WITHERBEE	Port Henry, N. Y.
JAMES A. BURDEN	Troy, N. Y.

Title of company, Lake Champlain and Moriah Railroad Company.

General offices at Poughkeepsie, N. Y., and Port Henry, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

For information concerning this report, address A. E. Tower, Treasurer, Poughkeepsie, N. Y.

LAKE SHORE AND MICHIGAN SOUTHERN.

(Date of consolidation, August 14, 1899.)

The company is a consolidation of the following roads: The Buffalo and State Line Railroad, extending from the city of Buffalo, in the State of New York, westward to the State line of Pennsylvania, sixty-eight miles; the Erie and Northeast Railroad, extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvania, twenty miles, these two roads were consolidated under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania, the Cleveland, Painesville and Ashtabula Railroad, extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio, ninety-five miles, the Cleveland and Toledo railroad, extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio, 113 miles, with a branch (or northern division extending from Elyria) twenty-six miles west of Cleveland to the city of Sandusky, in the State of Ohio, thirty-five miles, also extending from Oak Harbor, twenty-six miles west of Sandusky to Millbury (near Toledo), fifteen miles. These two roads last mentioned were consolidated under the name of the Lake Shore Railway Company in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania. The Michigan Southern and Northern Indiana Railroad, extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois, 244 miles. This road was consolidated with the Lake Shore Railway Company under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois. In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway 640 miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois. This company owns and controls branches as follows: Elyria, Ohio, to Sandusky, Ohio, thirty-five miles; Oak Harbor, Ohio, to Millbury, Ohio, fifteen miles; Toledo, Ohio, to Elkhart, Indiana (air line), 133 miles; Adrian, Michigan, to Jackson, Michigan, forty-six miles; Adrian, Michigan, to Monroe, Michigan, thirty-three miles. The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company: The Detroit, Monroe and Toledo Railroad, extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan, sixty-five miles; the Kalamazoo and White Pigeon Railroad, extending from White Pigeon, Michigan, to Kalamazoo, Michigan, 37 miles. The following roads are operated by this company under leases: The Jamestown and Franklin Railroad, extending from Jamestown, Pennsylvania (where it connects with the Erie and Pittsburg Railroad), to Oil City, Pennsylvania, fifty-one miles. This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent of the earnings. It also operates the Kalamazoo, Allegan and Grand Rapids Railroad, extending from Kalamazoo, Michigan, to Grand Rapids, Michigan, fifty-eight miles. The terms of the lease are the payment of interest on bonds and stock amounting to \$103,500 per annum. The portion of our main line from Toledo, Ohio, to Adrian, Michigan, thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of \$30,000 per annum. The whole number of miles of railroad owned and leased by this company is 1,013. The company also has thirty-six miles of double track, mainly between Erie and Cleveland, and 229 miles of side tracks.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		GUARANTEED, 10 PER CENT	
	No. of shares.	Total par value.	No. of shares.	Total par value.
* Authorized by law or charter, and now out standing	494,685	\$49,466,500	5,325	\$533,500

Grand total of common and guaranteed stock now outstanding

Number of stockholders

* See foot note, asterisk, next page.

REPORT OF THE RAILROAD COMMISSIONERS.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount outstanding.	* Cash realized on amount outstanding.
			Rate.	When payable.		
Lake Shore and Michigan Southern consolidated first mortgage bonds,.....	July 1, 1870	30	p.c. 7	[Reg., Jan. April, July and Oct.; coup., Jan. and July.]	\$15,070,000	.....
Lake Shore Railroad dividend bonds	Apr. 1, 1869	30	7	April & Oct.	1,355,000	.....
Cleveland, Painesville and Ashtabula third mortgage	Oct. 1, 1867	25	7	April & Oct.	319,000	.....
Buffalo and Erie mortgage	Apr. 1, 1868	30	7	April & Oct.	2,756,000	.....
Lake Shore and Mich. Southern consolidated second general mortgage	Dec. 1, 1873	30	7	June & Dec.	24,692,000	.....
† Detroit, Monroe and Toledo first mortgage	Aug. 1, 1876	30	7	Feb. & Aug.	934,000	.....
† Kalamazoo and White Pigeon first mortgage	Jan. 1, 1890	50	5	Jan. & July.	400,000	.....
Total					\$45,516,000	.....

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Total cost of road,.....	\$66,700,000 00
Total cost of equipment.....	17,300,000 00
‡ Grand total cost of road and equipment.....	\$84,000,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$22,559,994 96
Less operating expenses (excluding all taxes).....	14,928,377 21
Net earnings from operation.....	\$7,631,617 75
<i>Income from other sources, as follows, viz.:</i>	
Interest and dividends on assets.....	400,726 46
Gain in sale of sundry assets, etc.....	105,261 35
Gross income from all sources	\$8,227,617 56
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$3,196,127 50
Rentals	600,510 21
Taxes on property used in operation of road.....	\$126,000 00
Taxes on earnings and capital stock	387,179 19
Ten per cent on guaranteed stock (\$533,500).....	518,179 19
Cost of improvements at Ashtabula harbor to December 31, 1891, charged off.....	58,360 00
	611,483 61
	4,974,600 51
Net income from all sources.....	\$3,253,017 05
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared 6½ per cent on \$49,466,500. common stock.....	3,215,322 50
Surplus for year ending June 30, 1892	\$37,694 55

* As this is a consolidation of several original companies it is impossible to supply details as to the purposes for which capital stock was used, or the cash realized for the outstanding funded debt.

† Principal and interest guaranteed by L. S. & M. S.

‡ All additions during the year to construction and equipment were charged directly to operating expenses. As this is a consolidation of several original companies, it is impossible to furnish cost of each item of construction and equipment.

LAKE SHORE AND MICHIGAN SOUTHERN.

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General Income Account.

Surplus for year ending June 30, 1893.....		\$37,694 55
Surplus up to June 30, 1891.....	\$11,749,682 63	
Deductions during year	78,006 09	
		11,671,586 73
Total surplus June 30, 1893		\$11,709,281 28

DETAILED STATEMENT OF RENTALS.

Erie and Kalamazoo railroad.....	\$30,000 00
Kalamazoo, Allegan and Grand Rapids railroad.....	78,600 00
Jamestown and Franklin railroad.....	48,597 88
Mahoning Coal railroad	249,254 50
Detroit, Hillsdale and Southwestern railroad	54,500 00
Fort Wayne and Jackson railroad.....	127,527 83
Sturgis, Goshen and St. Louis railroad.....	19,080 00
Total amount of rentals deducted from income.....	\$600,510 21

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$5,555,412 50		
Freight, local.....	9,329,459 08		
		\$14,884,871 58	\$14,884,871 58
Passengers, through	\$1,158,602 91		
Passengers, local.....	4,308,681 03		
	\$5,467,283 94		5,467,283 94
Mail	1,888,878 61		1,888,878 61
Express	483,206 60		483,206 60
<i>Miscellaneous as follows, viz.:</i>			
Rent.....	\$237,811 74		
Extra baggage.....	87,475 33		
Miscellaneous	15,467 21		
	178,529 11	162,225 17	340,754 28
Total gross earnings	\$7,512,896 26	\$15,047,096 70	\$22,559,994 96

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$132,692 28	\$272,042 85	\$424,735 13
Steel rails laid.....	186,453 53	332,193 39	518,646 92
Repairs of roadbed	685,789 36	1,132,748 52	1,768,537 88
Repairs of bridges (including culverts and cat- le guards).....	101,784 01	181,253 51	283,037 52
Repairs of stations, shops, docks, etc.....	144,464 04	257,383 09	401,847 13
Repairs of fences	63,959 33	113,952 57	177,911 90
Other expenses for maintenance of way and structures	15,401 80	27,440 48	42,842 28
Total	\$1,300,494 35	\$2,317,014 81	\$3,617,508 66
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$298,581 44	\$531,565 00	\$830,546 44
Repairs of cars.....	323,741 09	\$1,218,294 86	\$1,542,035 94
Total	\$622,322 53	\$1,750,259 85	\$2,372,582 38
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$277,254 84	\$767,859 88	\$1,045,114 72
Wages of engineers and firemen.....	552,186 27	983,796 01	1,535,981 28
Fuel for locomotives.....	894,823 03	701,651 33	1,096,474 36
Oil and waste.....	39,406 56	70,208 87	109,615 43
Water supply.....	27,187 05	48,437 59	75,624 63
Other train supplies and expenses	17,517 81	22,496 78	40,014 59
Wages for labor at stations	725,115 02	1,291,894 79	2,017,009 81
Station supplies.....	25,632 00	45,667 00	71,299 00
Wages of watchmen, flagmen and switchmen ..	240,477 46	428,444 54	668,922 00
Total	\$2,296,590 04	\$4,360,456 28	\$6,657,046 32

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$148,954 81	\$365,894 04	\$414,828 85
General office expenses and supplies.....	2,104 86	3,750 13	5,854 99
Stationery and printing.....	50,708 63	90,885 69	141,089 23
Outside agencies and advertising, contingencies.	111,816 44	177,071 48	288,887 92
Legal expenses.....	23,833 82	41,572 52	64,906 34
Loss and damage of freight and baggage.....	34,621 89	61,683 90	96,304 79
Damage to cattle and property.....	13,735 18	34,534 63	48,269 81
Injuries to persons.....	53,642 00	95,570 63	149,212 63
Telegraph maintenance and operation.....	107,512 60	132,063 85	239,576 45
Mileage of cars of other companies (debit balance).....	27,841 84	648,826 65	676,668 49
Other general expenses, rents payable.....	37,507 38	66,894 69	104,332 07
Total.....	\$611,608 93	\$1,667,626 92	\$2,279,235 85
Grand total operating expenses.....	\$4,833,019 85	\$10,095,357 36	\$14,928,377 21

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$66,700,000 00
Cost of equipment.....	17,300,000 00

Other permanent investments, as follows, viz.:

Stock of other companies.....	\$14,182,574 66
Bonds of other companies.....	667,400 00
Other permanent investments.....	14,849,974 66
	5,873,988 22

Current assets, as follows, viz.:

Cash on hand.....	\$1,286,643 93
Bills receivable.....	3,400 00
Due by agents.....	389,672 47
Open accounts.....	3,645,360 14
Materials and supplies.....	879,118 39
Open accounts other than traffic.....	276,605 63
	6,480,700 55
	\$111,208,658 43

LIABILITIES.

Capital stock.....	\$50,000,000 00
Funded debt.....	45,516,000 00

Current liabilities, as follows, viz.:

*Interest on funded debt not due but accrued.....	348,511 67
Dividends unpaid (paid August 1st).....	1,510,670 00
Audited vouchers and pay-rolls.....	2,467,707 15
Profit and loss (surplus).....	11,460,769 61
	\$111,208,658 43

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	100,153	5,768,147	5,868,299
Number of passengers carried one mile.....	54,062,090	196,116,966	250,179,076
Number of tons of freight carried.....	3,555,302	9,777,317	13,332,519
Number of tons of freight carried one mile.....	1,068,895,181	1,365,714,911	2,434,610,092
Passenger train mileage.....			4,668,410
Freight train mileage.....			8,707,146
Total train mileage.....			13,375,556

* This amount stands in profit and loss as per company's general ledger.

LAKE SHORE AND MICHIGAN SOUTHERN.

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Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$7,421,844 48	\$4,883,019 85	\$2,538,824 63
Average per passenger carried	1 265	823	442
Average per passenger per mile	0.0966	0.1932	0.1034
Average per passenger train per mile.....	1 52	989	531
Freight earnings and expenses (including miscellaneous earnings)	14,884,871 58	10,095,357 36	4,789,514 17
Average per ton of freight carried	1 116	787	359
Average per ton of freight per mile	0.0613	0.0415	0.0198
Average per freight train per mile.....	1 7095	1 1594	5501

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passengers, first-class	Cents. 2.147	Cents. 2.365	Cents. 2.232
Average rate received per mile for carrying passengers, second-class	1.905	1.795	1.854
Average rate received per mile for carrying passengers, all classes	2.142	2.194	2.183
Average rate received per mile per ton for carrying freight, all classes	0.522	0.664	0.602

Description of Road and Equipment.

TRACK	MILES OWNED.		Miles leased all outside N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Buffalo to Chicago, single track...	69.50	540.49	.....	69.50	540.49
Branches, or other roads, laid single track.....	1.50	582.14	322.56	1.50	904.70
Total single track	71.00	1,122.63	322.56	71.00	1,445.19
Second track on main line.....	69.50	2-5.21	.....	69.50	285.21
Second track branches or other roads .....	.....	121.86	2.45	.....	124.31
Total second track	69.50	407.07	2.45	69.50	409.52
Third track on main line.....	.....	7.71	.....	.....	7.71
Sidings and turnouts on main line	50.09	407.99	.....	50.09	407.99
Sidings and turnouts branches or other roads.....	.....	184.53	111.33	.....	245.91
Total sidings and turnouts	50.09	542.57	111.33	50.09	653.90
Grand total of tracks, sidings and turnouts	190.59	2,79.98	436.34	190.59	2,516.38
Laid with steel rail, main line	69.50	540.49	.....	69.50	540.49
Laid with steel rail, branches or other roads .....	.....	540.82	270.55	.....	811.37
Laid with iron rail, branches or other roads	1.50	41.82	52.01	1.50	93.33

Average life of rails—Steel, about 14 years; average life of ties, 9 years; weight of rails per yard—Steel, maximum, 71 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ in; ties; ballasted with stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Northern Division...	Elyria Junction.	Millbury Junc., via Sandusky.	....	72.95	Owned.	71.93	144.88	....
Sandusky Pier.....	Junc. at S'dusky	Old Depot, Sandusky.....	....	3.72	Owned.	....	3.72	....
Ashtabula.....	Ashtab Harbor.	Jamestown.....	....	38.31	Owned.	....	38.31	....
Ja'stown & Franklin.....	Jamestown.....	Oil City.....	....	50.91	Leased.	....	50.91	....
Mahoning Coal.....	Youngstown.....	Andover.....	....	38.31	Leased.	....	38.31	....
Three short coal branches.....	.....	.....	....	3.58	Leased.	....	3.58	....
Sharon branch.....	.....	.....	....	3.31	Leased.	....	3.31	....
Junction with D., A. V. & P. R. R. at Dunkirk.....	.....	.....	1.50	1.50	Owned.	....	....	1.50
Air Line Division.....	Air Line Junc.....	Elkhart.....	....	180.83	Owned.	49.93	180.76	....
D., M. & T. R. R.....	Air Line Junc.....	Detroit.....	....	62.86	Owned.	2.45	64.31	....
Jackson.....	Lenawee Junc.....	Jackson.....	....	41.96	Owned.	....	41.96	....
Monroe.....	Lenawee Junc.....	Monroe.....	....	29.37	Owned.	....	29.37	....
K. & W. P. R. R.....	White Pigeon.....	Kalamazoo.....	....	38.57	Owned.	....	38.57	....
K. A. & G. R. R.....	Kalamazoo.....	Grand Rapids.....	....	38.43	Leased.	....	38.43	....
D. H. & S. W. R. R.....	Vpsilanti.....	Bankers.....	....	65.30	Leased.	....	18.72	46.58
Ft. Wayne & J. R. R.....	Fort Wayne.....	Jackson.....	....	97.83	Leased.	....	92.30	5.53
North. Central Mich.	Jonesville.....	North Lansing.....	....	61.14	Owned.	....	46.29	14.85
Detroit and Chicago.	Detroit R. Junc.	Fayette.....	....	67.80	Owned.	....	42.63	25.17
S., G. & St. L. R. R.....	Goshen.....	Findlay.....	....	35.31	Owned.	....	35.31	....
Total.....	.....	.....	1.50	904.70	.....	124.31	935.68	93.33

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	12	<i>Feet.</i> 1,372	141	<i>Feet.</i> 11,579
Wooden bridges.....	.....	.....	51	6,620
Wooden trestles.....	.....	.....	152	20,739
Total.....	12	1,372	344	30,378

EQUIPMENT.						
	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	193	\$8,400	193,000	15	193	.....
Locomotives, 4 drivers.....	395	9,700	182,000	15	392	.....
Total.....	588	.....	.....	.....	574	.....

Dining and buffet cars.....	9	\$7,500	94,000	15	9	9
First-class passenger cars.....	177	8,500	54,000	15	177	177
Second-class passenger cars.....	42	8,000	47,000	15	42	42
Baggage, mail and express cars.....	149	1,000	73,000	15	149	149
Total.....	377	.....	.....	.....	377	377

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Ore cars.....	50	\$650	36,250	15	.....	.....
Box freight cars.....	11,672	420	30,000	15	924	2,665
Stock freight cars.....	1,381	420	26,700	15	201	348
Coal freight cars.....	4,437	340	27,500	15	385	400
Flat freight cars.....	2,527	300	23,600	15	287	274
Caboose, 8-wheel cars.....	272	800	20,000	15	.....	.....
Service cars.....	260	350	20,000	15	5	.....
Total.....	20,599	.....	.....	.....	1,772	3,587

Freight cars are equipped with Westinghouse air brake and Janney, Ames and Gould coupler; passenger cars are equipped with Westinghouse air brake and Gould coupler.

Split switch on main track on main line, split and stub in main track on branches.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	136	1,869
Length of steel rails laid during year in repairs, miles.....	15.64	214.48
Railroads crossing road at grade.....	2	87
Railroads crossing road, over or under grade.....	2	15
Highway crossings at grade without protection.....	67	1,794
Highway crossings at grade protected by gates or flagmen.....	20	224
Highway crossings over or under grade.....	9	99
Over head obstructions less than twenty feet above track.....	2	48

Passenger cars are heated by steam, lighted with Pintch gas and ventilated by transoms over door and side elevation.

American Express runs over line between Buffalo and Cleveland; pays from fifteen cents to fifty cents per 100 pounds on freight. United States Express, between Buffalo and Chicago, pays from twenty cents to eighty-five cents per 100 pounds on freight. These companies do a general express business and deliver freight to us at our depots.

Sleeping and parlor cars owned by Wagner Palace Car Company run over line of road. The charges are \$2 per double berth and \$4 per section, and from twenty-five cents to \$1.50 for seats in drawing room cars. The railway company owns and operates nine dining room and buffet cars.

Red, White and Midland lines co-operative transportation companies run over lines. Railroads own the cars and pro-rate expenses. Merchants' Despatch and Empire lines — stock companies — own their cars and receive current rate of mileage and commission on all freight secured by them. No preference shown.

Annual compensation for carrying mails as follows: Main line, including postal cars, \$1,337,098.57; branches and leased lines, \$58,125.77; total, \$1,395,224.34.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	271,791	2.1
Grain.....	1,372,696	10.8
Meats and provisions.....	260,422	2.0
Live stock.....	588,375	4.0
Lumber and forest products.....	878,248	6.6
Iron and bar iron and steel.....	910,235	6.8
Coal and coke.....	1,470,946	11.0
Petroleum and other oils.....	3,524,444	26.4
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	423,388	3.2
All other manufactures.....	53,242	0.4
All other merchandise.....	361,227	2.7
All other agricultural products.....	776,305	5.8
All other articles not included above.....	394,012	3.0
Total.....	2,097,638	15.7
Total.....	13,332,519	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	20	9	29
Others, not passengers.....	3	19	22
Total	23	28	51

EMPLOYES.

Average number of persons employed (including officials) during the year..... 17,424
 Aggregate amount of salaries and wages paid them during the year..... \$9,998,380 08

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM K. VANDERBILT..	Chairman of the Board	New York city.
JOHN NEWELL.....	President and General Manager.....	Cleveland, O.
EDWIN D. WORCESTER	Vice-President, Treasurer and Secretary	New York city.
P. P. WRIGHT.....	Assistant General Manager	Cleveland, O.
DWIGHT W. PARDEE.....	Assistant Treasurer	New York city.
NICHOLAS BARTLETT.....	Local Treasurer and Assistant Secretary....	Cleveland, O.
ADDISON HILLS.....	Assistant President.....	Cleveland, O.
CYRUS P. LELAND.....	Auditor	Cleveland, O.
GEORGE C. GREENE.....	General Counsel	Cleveland, O.
O. G. GETZEN-DANNER.....	Assistant General Counsel.....	Cleveland, O.
W. H. CONNIFF.....	General Superintendent	Cleveland, O.
P. S. BLODGETT.....	Assi-tant General Superintendent.....	Cleveland, O.
JOHN T. R. MCKAY.....	General Freight Agent	Cleveland, O.
J. G. JAMES.....	Assistant General Freight Agent.....	Cleveland, O.
M. S. CHASE.....	Assistant General Freight Agent.....	Chicago, Ill.
E. A. HANDY.....	General Passenger and Ticket Agent.....	Cleveland, O.
E. C. LUCE.....	Assistant Gen'l Passenger and Ticket Agent.	Cleveland, O.
E. A. HANDY.....	Chief Engineer	Cleveland, O.
G. W. STEVENS.....	Superintendent Motive Power.....	Cleveland, O.
JOHN KIRBY.....	Master Car Builder	Cleveland, O.
C. B. COUCH.....	Purchasing Agent.....	Cleveland, O.

Directors of the Company.

Name.	Residence.
WILLIAM K. VANDERBILT.....	New York city.
CORNELIUS VANDERBILT.....	New York city.
FREDERICK W. VANDERBILT.....	New York city.
SAMUEL F. BARGER.....	New York city.
JOHN E. BURRILL.....	New York city.
DARIUS O. MILLS.....	New York city.
EDWIN D. WORCESTER.....	New York city.
HAMILTON MCKAY TWOMBLY.....	New York city.
CHARLES M. REED.....	Erie, Pa.
RASSELAS BROWN.....	Warren, Pa.
JOHN NEWELL.....	Cleveland, O.
JOHN DE KOVEN.....	Chicago, Ill.
JAMES H. REED.....	Pittsburg, Pa.

Title of company, Lake Shore and Michigan Southern Railway Company.

General offices at Cleveland, O.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Wednesday in May.

For information concerning this report, address C. P. Leland, Auditor.

LEBANON SPRINGS.

RECEIVER'S REPORT.

(Date of charter, March 25, 1862.)

On April 22, 1887, at a Special Term of the Supreme Court of the State of New York, William V. Reynolds was appointed receiver of the Lebanon Springs Railroad and took possession of the property February 27, 1888.

For a full statement of the history of this road, see reports of 1884 and 1885, and history of New York, Rutland and Montreal Railway Company in reports of 1886 and 1887.

Cost of Road.		Additions or betterments during year ending June 30, 1892.
Bridges		\$249 48
Superstructure (including ties)		3,409 86
Rails		708 13
Fences		1,887 90
Engine and car houses		500 00
Total cost of road		<u>\$7,400 36</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$60,910 69
Less operating expenses (excluding all taxes)	69,778 01
Deficit from operation	<u>\$8,867 32</u>

Income from other sources as follows, viz.:

Rents	\$10 00
Sale of old material	289 86
Interest	270 40
	<u>570 26</u>
Gross deficit from all sources	<u>\$8,297 06</u>

Deductions from income as follows, viz.:

Interest on receiver's certificates	\$562 50
Rentals	190 00
Taxes on property used in operation of road	516 09
Transportation of mails	185 00
	<u>1,408 59</u>
Deficit for year ending June 30, 1892	<u>\$9,700 65</u>

General Income Account.

Deficit for year ending June 30, 1892	\$9,700 65
Surplus up to June 30, 1891	\$1,856 73
Less sundry items carried to profit and loss during current year ..	688 60
	<u>673 13</u>
Total deficit June 30, 1892	<u>\$9,027 52</u>

DETAILED STATEMENT OF RENTALS.

rent of ground for station at Chatham, N. Y.	\$40 00
rent of ground for engine house at Bennington, Vt	30 00
rent of station at Petersburg Junction, N. Y.	190 00
Total amount of rentals deducted from income	<u>\$190 00</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....		\$35,800 56	\$35,800 56
Passengers, all local.....	\$30,339 49		20,339 49
Mail.....	3,596 64		3,596 64
Express.....	900 00		900 00
<i>Miscellaneous, as follows, viz.:</i>			
Switching.....		774 00	774 00
Total gross earnings.....	\$34,836 13	\$36,074 56	\$60,910 69

OPERATING EXPENSES.

Maintenance of way and structures:

Steel rails laid, 28 230-2240 tons, cost \$25 per ton.....	\$234 37	\$468 75	\$703 12
Repairs of roadbed.....	5,801 57	11,603 14	17,404 71
Repairs of bridges (including culverts and cattle-guards).....	316 49	632 99	949 48
Repairs of stations, shops, docks, etc.....	263 43	526 86	790 31
Repairs of fences.....	612 63	1,225 27	1,837 90
Other expenses for maintenance of way and structures: Renewal of ties.....	1,136 62	2,273 24	3,409 86
Total.....	\$8,365 11	\$16,730 27	\$25,095 38

Maintenance of equipment:

Repairs of locomotives.....	\$1,064 01	\$2,128 08	\$3,192 04
Repairs of cars.....	1,025 34	2,050 68	3,076 02
Repairs of machinery and tools.....	1 33	2 67	4 00
Total.....	\$2,090 68	\$4,181 38	\$6,272 06

Conducting transportation:

Wages of conductors and men.....	\$1,742 06	\$3,484 16	\$5,226 34
Wages of engineers and firemen.....	1,471 43	2,942 86	4,414 29
Fuel for locomotives.....	2,316 03	4,632 07	6,948 10
Oil and waste.....	172 55	345 13	517 67
Water supply.....	115 14	230 29	345 43
Other train supplies or expenses.....	86 55	72 51	108 76
Wages of station agents and clerks.....	1,852 91	3,705 84	5,558 75
Wages for labor at stations.....	41	84	1 35
Station supplies.....	74 67	149 34	224 01
Wages of watchmen, flagmen and switchmen.....	754 33	1,508 77	2,263 10
Other expenses for conducting transportation.....	1,455 00	2,911 00	4,366 00
Total.....	\$9,990 80	\$19,982 80	\$29,973 60

General expenses:

Salaries of general officers and clerks.....	\$1,420 00	\$2,840 00	\$4,260 00
General office expenses and supplies.....	199 59	399 18	598 77
Stationery and printing.....	91 17	182 35	273 52
Legal expenses.....	75 98	151 98	227 96
Loss and damage of freight and baggage.....	48 03	96 06	144 11
Injuries to persons.....	104 83	209 67	314 50
Telegraph maintenance and operation.....	91 53	183 05	274 57
Mileage of cars of other companies (debit balance).....	509 51	1,019 02	1,528 54
Rent of general offices.....	66 64	133 28	199 92
Other general expenses.....	206 02	412 06	618 08
Total.....	\$2,812 29	\$5,624 68	\$8,436 97
Grand total operating expenses.....	\$23,258 88	\$46,519 13	\$69,778 01

LEBANON SPRINGS.

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Receiver's General Balance Sheet June 30, 1892.

ASSETS.

Current assets, as follows, viz.:

Cash on hand.....	\$4,508 98
Due by agents.....	2,024 06
Open accounts.....	5,615 73
Materials and supplies.....	3,691 80
Profit and loss (deficiency).....	9,027 52
	<u>\$24,868 08</u>

LIABILITIES.

Current liabilities, as follows, viz.:

Interest on receiver's certificate.....	\$562 50
Audited vouchers and pay-rolls.....	5,184 43
Open accounts.....	2,121 15
Loans and bills payable.....	2,000 00
Receiver's certificates.....	15,000 00
	<u>\$24,868 08</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....			65,150
Number of passengers carried one mile.....			677,988
Number of tons of freight carried.....	20,192	20,505	40,697
Number of tons of freight carried one mile.....			1,252,151
Passenger train mileage.....			57,188
Freight train mileage.....			32,406
All other train mileage.....			9,706
Total train mileage.....			<u>99,300</u>

ITEM.	Earnings.	Expenses	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$24,836 13	\$23,268 88	\$1,577 25
Average per passenger carried.....	381	357	094
Average per passenger per mile.....	0366	0343	0023
Average per passenger train per mile.....	434	407	027
Freight earnings and expenses (including miscellaneous earnings).....	35,074 56	46,519 13	Loss. 10,444 57
Average per ton of freight carried.....	886	1 143	257
Average per ton of freight per mile.....	0288	0371	0083
Average per freight train per mile.....	1 11	1 43	32

ITEM.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes.....	3.
Average rate received per mile per ton for carrying freight, all classes.....	2.881

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Chatham, N. Y., to Bennington, Vt., single track.....	51.18	57.10
Sidings and turnouts on main line.....	2.75	3.95
Total of tracks, sidings and turnouts.....	<u>53.93</u>	<u>61.05</u>
Laid with steel rail, main line.....	27.25	
Laid with iron rail, main line.....	26.68	

Weight of rails per yard—steel, 65 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Cost of Road and Equipment.

ROAD	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, ballast, bridges, superstructure (including ties) and rails.....	\$21,844 43	\$2,343,560 50
Land, land damages and fences	3,138 75	175,200 21
Passenger and freight stations	994 85	29,995 22
Engine, car houses, shops, machinery, tools, fuel and water stations	66 21	26,910 55
Engineering expenses.....	937 97	39,498 04
Telegraph line.....		5,414 76
Commissions, legal expenses, etc.....		45,142 91
Total cost of road.....	\$26,982 21	\$2,565,722 19
EQUIPMENT.		
Locomotives	\$18,096 73	\$164,540 85
Passenger, mail, baggage and express cars	270 00	41,593 98
Freight and other cars.....	174 37	341,010 18
Total cost of equipment	\$18,541 10	\$547,145 01
Grand total cost of road and equipment.....	\$45,523 31	\$3,112,867 20

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extension, Hamburgh to Franklin.....	\$14,248 08
New sidings, etc.....	7,596 35
Land damages at Phillipsburg.....	3,138 75
Engineering.....	937 97
Betterments at shop.....	66 21
Passenger and freight station at Buttsville, N. J.....	\$1,244 85
Insurance.....	250 00
Two locomotives	994 85
Betterment of coaches	18,096 73
Betterment of freight cars	270 00
	174 37
	\$45,523 31

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$391,342 89
Less operating expenses (excluding all taxes).....	198,945 18
Net earnings from operation.....	\$192,397 71
<i>Income from sources, as follows, viz.:</i>	
Income from operation of Orange County Railroad Company.....	5,198 54
Gross income from all sources	\$197,596 25
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$109,629 80
Taxes.....	7,380 37
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	18,549 16
	135,499 33
Surplus for year ending June 30, 1892.....	\$62,096 92

General Income Account.

Surplus for year ending June 30, 1892	\$62,096 92
Deficit up to June 30, 1891.....	61,522 11
Total surplus June 30, 1892	\$574 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$297,624 89		
Freight, local.....	48,784 29		
		\$346,409 18	\$346,409 18
Passengers, through.....	\$10,312 26		
Passengers, local.....	15,918 05		
	\$26,230 31		26,230 31
Mall.....	8,139 00		8,139 00
Express.....	3,599 70		3,599 70
<i>Miscellaneous, as follows, viz.:</i>			
Extra baggage.....	47 04		47 04
Car mileage.....	431 98	10,934 50	11,366 48
Miscellaneous.....	101 01	460 17	561 18
Total gross earnings.....	\$33,549 04	\$357,793 85	\$391,342 89

OPERATING EXPENSES.

Maintenance of way and structures:

Trackage, New York, Susquehanna and Western Railroad.....	\$113 84	\$518 60	\$632 44
Repairs of track and roadbed.....	4,150 80	18,909 20	23,060 00
Repairs of bridges (including culverts and cattle guards).....	425 40	1,937 91	2,363 31
Repairs of stations, shops, docks, etc.....	169 64	772 81	942 45
Repairs of fences.....	226 93	1,489 37	1,816 30
Other expenses for maintenance of way and structures.....	106 62	485 74	592 36
Total.....	\$5,293 23	\$24,113 63	\$29,406 86

Maintenance of equipment:

Repairs of locomotives.....	\$1,214 96	\$5,534 82	\$6,749 78
Repairs of cars.....	2,501 12	16,194 90	18,696 02
Repairs of machinery and tools.....	38 13	173 69	211 82
Other expenses for maintenance of equipment.....	476 06	2,168 73	2,644 79
Total.....	\$4,230 27	\$24,070 14	\$28,300 41

Conducting transportation:

Wages of conductors and men.....	\$3,790 82	\$17,969 31	\$21,660 13
Wages of engineers and firemen.....	3,257 21	14,838 38	18,095 59
Fuel for locomotives.....	4,991 09	22,737 19	27,728 28
Water supply.....	838 72	1,543 05	2,381 77
Other train supplies or expenses.....	119 19	542 96	662 15
Other local supplies or expenses.....	240 38	1,065 06	1,305 44
Wages of station agents and clerks.....	1,454 93	6,628 02	8,082 95
Wages for labor at stations.....	198 28	903 25	1,101 53
Station supplies.....	176 89	532 51	649 40
Wages of watchmen, flagmen and switchmen.....	139 12	633 77	772 89
Other expenses for conducting transportation.....	282 36	9,952 87	10,235 23
Total.....	\$14,928 99	\$76,676 37	\$91,605 36

General expenses:

Salaries of general officers and clerks.....	\$3,131 01	\$16,401 54	\$19,532 55
General office expenses and supplies.....	215 39	981 21	1,196 60
Stationery and printing.....	462 46	1,162 48	1,624 94
Freight on telegraph agencies and advertising.....	168 87	1,546 36	1,715 23
Legal expenses.....	314 73	1,433 79	1,748 52
Losses and damage of freight and baggage.....	36 50	69 97	106 47
Damage to cattle and property.....		286 60	286 60
Expenses for injuries to persons.....	108 34	3 00	111 34
Telegraph maintenance and operation.....	604 59	2,754 26	3,358 85
Damage of cars of other companies (debit balance).....	1,197 68	18,263 73	19,461 41
Other general expenses.....	86 16	403 88	490 04
Total.....	\$6,325 73	\$42,306 82	\$48,632 55
Gross and total operating expenses.....	\$30,778 22	\$168,166 96	\$198,945 18

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$2,565,722 19
Cost of equipment		647,145 01
Other permanent investments, as follows, viz.:		
Stock of other companies		350,000 00
Current assets, as follows, viz.:		
Cash on hand.....	\$44,071 27	
Due by agents.....	701 61	
Traffic balances.....	48,166 08	
Open accounts.....	238,617 84	
Materials and supplies	36,270 57	
		866,027 37
		<u>\$3,825,894 57</u>
LIABILITIES.		
Capital stock		\$1,340,000 00
Funded debt.....		2,044,120 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	\$48,400 00	
Audited vouchers and pay-rolls	58,620 89	
Open accounts.....	1,248 86	
Loans and bills payable.....	279,500 00	
		387,769 75
Car trusts		53,430 00
Profit and loss (surplus)		574 92
		<u>\$3,825,894 57</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	32,019	61,458	93,477
Number of passengers carried one mile.....	508,712	653,864	1,162,576
Number of tons of freight carried	541,066	94,121	635,187
Number of tons of freight carried one mile.....	34,779,716	2,568,105	37,347,821
Passenger train mileage			52,287
Freight train mileage			199,179
All other train mileage			36,421
Total train mileage			287,887

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$33,549 04	\$30,778 22	\$2,770 82
Average per passenger carried.....	3588	3392	0296
Average per passenger per mile.....	0289	0265	0024
Average per passenger train per mile	6416	5896	0520
Freight earnings and expenses (including miscellaneous earnings)	357,793 85	168,166 06	189,627 79
Average per ton of freight carried.....	6632	2847	3785
Average per ton of freight per mile.....	0096	0045	0051
Average per freight train per mile.....	1 796	844	952

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.047	Cents. 2.434	Cents. 2.262
Average rate received per mile per ton for carrying freight, all classes.....	.8557	1.8813	.96

LEHIGH AND HUDSON RIVER.

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Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Greycourt to Belvidere, single track.....	14.5	63.30
Sidings and turnouts on main line	5.30	16.33
Grand total of tracks, sidings and turnouts.....	19.80	79.53
Laid with steel rail, main line	14.50	63.30

Weight of rails per yard—steel, 60 lbs ; gauge of track, 4 feet 8½ inches, ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	6	<i>Feet.</i> 323	16	<i>Feet.</i> 738
Wooden bridges.....	1	28	1	28
Wooden trestles	1	54	9	1,868
Total	8	410	26	2,667

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	4	\$11,250	120,000	4	.....
Locomotives, 6 drivers.....	5	11,250	100,000	5	.....
Locomotives, 4 drivers.....	6	11,250	68,000	6	.....
Total.....	15	.....	.....	15	.....
First-class passenger cars.....	4	.....	85,000	4	4
Combination baggage, mail and express cars.....	6	.....	32,000	6	6
Total.....	10	.....	.....	10	10
Box freight cars.....	14	.....	.....	.....	.....
Milk freight cars.....	6	.....	.....	6	6
Coal freight cars.....	583	.....	.....	.....	108
Flat freight cars.....	25	.....	.....	.....	.....
Boose, 4-wheel cars.....	4	.....	.....	.....	3
Boose, 8-wheel cars.....	2	.....	.....	.....	.....
Trice cars.....	2	.....	.....	.....	.....
Total.....	636	.....	.....	6	115

Passenger cars equipped with Westinghouse air brake and Miller or Hinson coupler. Freight cars with Janney, Bohert, Trojan and Standard Dowling coupler. Practically all point switches on this road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	5	58
Railroads crossing road at grade.....	.....	8
Railroads crossing road over or under grade.....	1	2
Highway crossings at grade without protection.....	21	64
Highway crossings at grade protected by gates or flagmen.....	1	1
Highway crossings over or under grade.....	2	6
Overhead obstructions less than twenty feet above track.....	2	.....

Passenger cars are heated by steam, lighted by lamps and ventilated in the deck.
 Wells, Fargo & Co.'s Express does business over this road.
 Pullman's Palace Car Company runs its cars over the road. No contract as yet.
 Receive \$49.71 per mile for transportation of United States mail.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	3,188	.10
Grain.....	2,793	.44
Meats and provisions.....	137	.02
Live stock.....	441	.07
Lumber.....	11,434	1.80
Pig and bar iron and steel.....	2,641	.41
Iron or other ores.....	112,810	17.76
Coal and coak.....	853,573	55.71
Petroleum and other oils.....	610	.09
Shipment of manufactured goods received by railroad companies within this State from manufactories within this State.....	194	.02
All other manufactures.....	16,738	2.96
All other merchandises.....	5,333	.65
All other agricultural products.....	21,390	3.37
All other articles not included above.....	101,597	16
Total.....	635,187	100

NUMBER OF ACCIDENTS.

Other than passengers or employees, killed..... 1

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 237
 Aggregate amount of salaries and wages paid them during the year..... \$114,482 34

Officers of the Company.

Name.	Title.	Official Address.
GRINNELL BURT.....	President and General Manager.....	Warwick, N. Y.
J. S. HARRIS.....	Vice-President.....	Philadelphia, Pa.
D. B. HALSTEAD.....	Secretary.....	New York city.
JOHN SAYER.....	Treasurer and General Passenger Agent.....	Warwick, N. Y.
N. L. FURMAN.....	Superintendent.....	Warwick, N. Y.
E. M. REYNOLDS.....	Auditor.....	Warwick, N. Y.
F. E. SMITH.....	General Freight Agent.....	Warwick, N. Y.
CHAS. CALDWELL.....	Chief Engineer.....	Newburgh, N. Y.

Directors of the Company.

Name.	Residence.
GRINNELL BURT.....	Warwick, N. Y.
JOSEPH S. HARRIS.....	Philadelphia, Pa.
E. D. ADAMS.....	New York city.
G. F. BAKER.....	New York city.
E. W. CLARKE.....	Philadelphia, Pa.
HENRY GRAVES.....	New York city.
GARRET A. HOBART.....	Paterson, N. J.
EDWARD LEWIS.....	Philadelphia, Pa.
JOHN S. MARTIN.....	New York city.
J. R. MAXWELL.....	New York city.
GEO. W. SANFORD.....	Warwick, N. Y.
W. R. POTTS.....	New York city.
CHARLES CALDWELL.....	Newburgh, N. Y.

Title of company, Lehigh and Hudson River Railway Company.

General offices at Warwick, N. Y.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, first Monday in December.

For information concerning this report, address E. M. Reynolds, Auditor.

LEHIGH VALLEY.

REPORT FROM JULY 1 TO NOVEMBER 30, 1891.

(Date of charter, June 23, 1890.)

Organized under authority of act April 2, 1850, and acts amendatory thereof and supplementary thereto. Consolidation of Geneva and Sayre Railroad Company, Geneva and Van Ettenville Railway Company, Auburn and Ithaca Railway Company, Buffalo and Geneva Railway Company and Lehigh Valley Railway Company. Leased to the Lehigh Valley Railroad Company, a corporation of the State of Pennsylvania, April 14, 1891, now operated by the Philadelphia and Reading Railroad Company, under terms of lease existing between Lehigh Valley Railroad Company and Philadelphia and Reading Railroad Company December 1, 1891, for 99 years.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON	
	Number of shares.	Total Par value.
Authorized by law or charter.....	59,000	\$5,900,000
Issued for Lehigh Valley railway stock	5,000	\$500,000
Issued for Geneva and Van Ettenville railway stock	40,000	4,000,000
Issued for Buffalo and Geneva railway stock	14,000	1,400,000
Total now outstanding.....	59,000	\$5,900,000

Number of stockholders..... 20

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	June 23, 1890	50	p.c. 4½	July and Jan.	\$15,000,000	\$15,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Total cost of road	\$5,723,405 87	\$19,020,388 25

EQUIPMENT.

Total cost of equipment	\$1,114,290 80	\$1,340,715 00
Grand total cost of road and equipment	\$6,837,696 87	\$20,361,098 25

Income Account for Five Months Ending November 30, 1891.

Gross earnings from operation	\$404,970 90
Less operating expenses (excluding all taxes)	327,891 88
Gross income from all sources	\$77,079 52
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	3,151 58
Surplus for five months ending November 30, 1891.....	\$73,927 94

REPORT OF THE RAILROAD COMMISSIONERS.

*Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passengers.	Freight.	Total.
Freight, through and local.....		\$186,067 68	\$186,067 68
Passengers, through and local.....	\$56,110 14		56,110 14
Mail.....	4,705 80		4,705 80
Express.....	2,408 79		2,408 79
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	1,080 04		1,080 04
Miscellaneous.....		17,146 85	17,146 85
Dock earnings.....		187,508 10	187,508 10
Total gross earnings.....	\$64,248 27	\$840,723 63	\$404,970 90

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$4,992 40	\$7,063 21	\$12,054 61
Repairs of roadbed.....	4,787 46	11,899 06	16,086 52
Repairs of bridges (including culverts and cattle guards).....	1,069 14	3,277 91	4,347 05
Repairs of stations, shops, docks, etc.....	2,555 62	8,080 88	10,636 50
Repairs of fences.....	878 48	1,377 56	2,256 02
Other expenses for maintenance of way and structures.....		28 97	28 97
Total.....	\$14,288 08	\$31,126 59	\$45,409 67
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$30 61	\$30 10	\$60 71
Repairs of cars.....	13,118 94	1,895 98	14,954 87
Repairs of machinery and tools.....	131 85	114 08	246 08
Other expenses for maintenance of equipment.....	258 60	256 65	515 25
Total.....	\$13,540 10	\$2,296 76	\$15,776 86
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$6,609 29	\$19,501 21	\$26,110 50
Wages of engineers and firemen.....	7,246 95	17,632 35	24,879 30
Fuel for locomotives.....	10,280 23	24,558 85	34,839 08
Water supply.....	542 08	614 25	1,156 33
Other train supplies or expenses.....	2,628 15	1,727 82	4,355 97
Wages of station agents and clerks.....	4,618 12	5,254 09	9,872 21
Wages for labor at stations.....	709 90	12,976 44	13,685 64
Station supplies.....	585 40	572 20	1,157 60
Wages of watchmen, flagmen and switchmen.....	1,521 36	1,746 95	3,268 31
Other expenses for conducting transportation.....	16,783 24	20,015 38	36,778 62
Total.....	\$51,504 02	\$104,599 54	\$156,103 56
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$1,094 67	\$1,094 68	\$2,049 35
Stationery and printing.....	136 6	143 77	280 33
Outside agencies and advertising.....	225 64	600 68	826 32
Loss and damage of freight and baggage.....		42 90	42 90
Dock expenses.....		88,325 17	88,325 17
Telegraph maintenance and operation.....	3,417 52	4,113 30	7,530 82
Trackage.....	1,619 44	7,680 83	9,300 27
Other general expenses.....	817 18	1,428 75	2,245 93
Total.....	\$7,241 21	\$103,360 08	\$110,601 29
Grand total operating expenses.....	\$86,568 41	\$341,322 97	\$327,891 38

* For five months ending November 30, 1891.

LEHIGH VALLEY.

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General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road	\$19,020,888 95
Cost of equipment.....	1,840,715 00
<i>Other permanent investments as follows, viz.:</i>	
Discount on bonds chargeable to construction.....	851,250 00
	<u>\$21,212,848 95</u>
LIABILITIES.	
Capital stock	\$5,000,000 00
Funded debt	15,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Sundries.....	812,848 95
	<u>\$21,212,848 95</u>

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased all in New York State.	Total miles, all in New York State.
Main line authorized from State Line to Geneva.....	75.08	.....	75.08
Main line authorized from Van Ettenville to Buffalo	168.00	.....	168.00
Total of branches or other roads	46.83	3.88	50.15
Main line laid, single track.....	88.89	.....	88.89
Branches or other roads laid, single track	46.83	3.88	50.15
Total single track	135.21	3.88	139.04
Second track on main line.....	9.55	.....	9.55
Sidings and turnouts on main line.....	66.20	.....	66.20
Sidings and turnouts on branches or other roads.....	10.28	.50	10.78
Total sidings and turnouts	76.46	.50	76.96
Grand total of tracks, sidings and turnouts	221.22	4.38	225.55
Laid with steel rail, main line.	146.45	.....	146.45
Laid with steel rail, branches or other roads.....	45.36	3.88	49.19
Laid with iron rail, main line.....	18.19	.....	18.19
Laid with iron rail, branches or other roads.....	11.23	.50	11.73

Average life of ties, 6 years; weight of rails per yard — steel, maximum, 80 lbs.; minimum, 58 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
uburn and Ithaca.....	Ithaca.....	Cayuga.....	88.58	Owned	88.77	8.08
uburn and Ithaca.....	Cayuga Junc...	Ithaca Junc..	7.80	Owned	6.59	3.19
illard Branch	Hayt's Corners.	State Farm...	3.83	Leased	3.88	.50

Description of Road and Equipment—(Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	43	<i>Fet.</i> 4,054
Wooden bridges	1	63
Total	44	4,117

EQUIPMENT.	Number owned.
Box freight cars.....	2,000

Passenger cars are equipped with Westinghouse air brake and Miller coupler; freight cars with Janney, Gould, Thurmond and Mather couplers.
The road has 77 split and 300 stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	125.19
Railroads crossing road at grade	4
Railroads crossing road over or under grade.....	10
Highway crossings at grade without protection.....	147
Highway crossings at grade protected by gates or flagmen.....	11
Highway crossings over or under grade.....	20
Overhead obstructions less than 20 feet above track.....	2

Passenger cars are heated by steam from engines, lighted by oil lamps and ventilated by ordinary ventilators.

Adams Express Company runs over this road and pays a percentage of receipts

Pullman's sleeping cars run over the road; the owners make their own charges in addition to regular fares.

This company receives from the United States government for transportation of mails from Lyons to Sayre \$38,274.12 per annum, Auburn to Ithaca, \$2,620.22 per annum, from Hayt's Corners to Willard \$248.67 per annum, Cayuga to Cayuga Junction \$154.75 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	655
Grain	5,751
Meats and provisions.....	283
Live stock	868
Lumber	12,206
Pig and bar iron and steel.....	7,863
Coal and coke	228,591
Petroleum and other oils.....	707
Manufactures	1,914
All other agricultural products.....	31,927
All other articles not included above.....	67,455
Total	358,220

Officers of the Company.

Name.	Title.	Official Address.
E. P. WILBUR	President.....	South Bethlehem, Pa.
CHARLES HARTSHORNE	Vice-President	Philadelphia, Pa.
ROBERT H. SAYRE.....	Second Vice-President.....	South Bethlehem, Pa.
JOHN B. GARRETT	Third Vice-President.....	Philadelphia, Pa.
JOHN R. FANSHAW	Secretary	Philadelphia, Pa.
WM. C. ALDERSON	Treasurer	Philadelphia, Pa.

Directors of the Company.

Name.	Residence.
E. P. WILBUR	South Bethlehem, Pa.
CHARLES HARTSHORNE	Philadelphia, Pa.
ROBERT H. SAYRE	South Bethlehem, Pa.
JOHN B. GARRETT	Philadelphia, Pa.
GEORGE M. DIVEN	Elmira, N. Y.
GEORGE C. THOMAS	Philadelphia, Pa.
EGGERS, DELANO	Philadelphia, Pa.
WILSON J. BISSELL	Buffalo, N. Y.
W. K. NIVER	Buffalo, N. Y.
HOWARD ELMER	Waverly, N. Y.
FRANKLIN C. CORNELL	Ithaca, N. Y.
PETER C. DOYLE	Buffalo, N. Y.
J. H. HORTON	Buffalo, N. Y.

Title of company, The Lehigh Valley Railway Company.

General offices at Philadelphia, Pa.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, third Thursday in October.

For information concerning this report, address John R. Fanshawe, Secretary.

LOCKPORT AND BUFFALO.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN

(Date of charter, August 2, 1873.)

No report filed. See volume II, report of 1891, page 328, for last report made.—*Railroad Commissioners.*

LONG ISLAND.

(Date of charter, April 24, 1834.)

The Long Island Railroad Company was organized under a special act of the Legislature, passed in the year 1834, to build a road from Brooklyn to Gree port. Pursuant to an act of 1836 the Long Island Railroad leased the railroad of the Brooklyn and Jamaica Railroad Company extending from Brooklyn to Jamaica.

The road from Jamaica to Greenport was completed about the year 1845. Subsequently the railroad company constructed a branch from Jamaica to Hunters Point, a branch from Mineola to Locust Valley, a branch from Mineola to Hempstead, a branch from Hicksville to Northport and a branch from Manor to Sag Harbor.

The Brooklyn and Jamaica Railroad was sold under foreclosure in or about the year 1870, and the property of that corporation was acquired by the Atlantic Avenue Railroad Company, and in or about the year 1877, that part of the Atlantic Avenue Railroad extending from Flatbush avenue in the city of Brooklyn to Jamaica was again leased to the Long Island Railroad Company.

In or about the year 1873, the Long Island Railroad Company also leased the Newtown and Flushing Railroad, extending from Winfield to Flushing; the New York and Rockaway Railroad extending from a point near Jamaica to Far Rockaway, and the Smithtown and Port Jefferson Railroad extending from a point near Northport to Port Jefferson.

In the year 1876 the Long Island Railroad Company leased the Flushing, North Shore and Central Railroad, which lease was afterward cancelled by the foreclosure of several of the sectional mortgages of that road, and in the year 1881 the Long Island Railroad Company again acquired by lease that part of the property of the Flushing, North Shore and Central Railroad which had been reorganized under the name of the Long Island City and Flushing Railroad. In the year 1876 the Long Island Railroad also leased the Southern Railroad of Long Island, which lease was afterwards cancelled by the foreclosure of mortgages upon the said road, and the Long Island again acquired that property by lease of the Brooklyn and Montauk Railroad in the year 1880.

In the year 1883 the Long Island Railroad Company leased the railroad and property of the New York and Manhattan Beach Railroad Company. In the year 1883 the Long Island Railroad Company purchased the outstanding stock and bonds of the New York and Long Beach Railway Company.

In the spring of 1883 the Long Island City and Manhattan Beach Railroad, extending from Fresh Pond Junction to Cooper avenue, 1.457 miles, was built and leased to the Long Island Railroad Company.

In the spring of 1884 the Cedarhurst branch, extending from Woodsburg to Cedarhurst, 1.686 miles, was built and opened for business in May, 1884.

All the roads heretofore mentioned are now operated by the Long Island Railroad in one system.

In the year 1886 the Whitestone extension, extending from the Whitestone depot to Whitestone Landing, 0.86 miles, was built, and opened for business in August of the same year and was sold to the Long Island City and Flushing Railroad in March, 1888.

In the year 1889 the Oyster Bay Extension Railroad, extending from Locust Valley to Oyster Bay, 4.14 miles, was constructed, and opened for business on June 25th of the same year.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding.....	240,000	\$12,000,000

Number of stockholders.....

970

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Terms, years.	COMMON.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Long Island R. R. consolidated mortgage.....	July 1, 1881	50	p.c	Jan. & April, July & Oct.	\$5,000,000	\$3,610,000 00
First mortgage.....	May 1, 1888	30	7	May & Nov.	1,500,000	1,121,000 00
Second mortgage.....	July 5, 1878	40	7	Feb. & Aug.	1,500,000	268,702 88
General mortgage.....	Aug. 1, 1888	50	4	June & Dec.	3,000,000	3,000,000 00
Mortgage on real estate.....	Var. dates.	....	5, 7	.....	241,700	241,700 00
Brooklyn and Montauk R.R. first mortgage.....	Mar. 1, 1881	30	6	Mar. & Sept.	250,000	250,000 00
Brooklyn and Montauk R.R. second mortgage.....	Mar. 1, 1881	30	5	Mar. & Sept.	750,000	750,000 00
Brooklyn and Montauk R.R. second mortgage.....	June 15, 1888	50	5	June & Dec.	600,000	600,000 00
Long Island City and Flushing R. R. first mortgage..	May 1, 1881	30	6	May & Nov.	600,000	600,000 00
Consolidated mortgage....	May 1, 1887	50	5	May & Nov.	1,250,000	650,000 00
New York and Flushing R. R. first mortgage.....	Mar. 1, 1880	40	6	Mar. & Sept.	125,000	125,000 00
Long Island R. R. Co. Ferry first mortgage.....	Mar. 1, 1882	30	4½	Mar. & Sept.	2,750,000	2,750,000 00
Total					\$17,566,700	\$13,966,402 88

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$81,155 54	.....
Bridges	25,159 47	.....
Superstructure (including ties).....	73,731 88	.....
Rails	80,900 00	.....
Land	297,781 41	.....
Land damages.....	9,505 00	.....
Fences	4,900 50	.....
Passenger and freight stations.....	97,286 70	.....
Engine and car houses.....	9,177 98	.....
Shops, machinery and tools	12,579 56	.....
Fuel and water stations.....	22,086 53	.....
Engineering expenses.....	3,183 84	.....
Interest and discount charged to construction.....	109,856 25	.....
Wharfing	2,802 24	.....
Flagmen's houses and safety signals	22,863 92	.....
Total cost of road	\$802,970 84	\$20,466,783 0

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions, or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives	\$222,631 67	.....
Passenger cars	23,943 09	.....
Freight and other cars	189,478 06	.....
Barges, floats and tugs		\$38,000 00
Total cost of equipment	\$446,062 81	\$3,009,526 63
Grand total cost of road and equipment	\$1,249,023 65	\$23,476,311 72

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Purchase of real estate, new side tracks, new double tracks, new stations, new platforms, new fences and gates, new safety signals, new bridges, etc.....	\$802,970 84
New equipment: Twenty-three new locomotives, 150 box cars, 250 gondola cars..	446,062 81
	\$1,249,023 65

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,171,523 48
Less operating expenses (excluding all taxes)	2,734,416 97
Net earnings from operation	\$1,437,106 51

Income from other sources as follows, viz.:

Income on investments	\$45,006 58
Rentals	21,764 24
Ferries	126,593 60
	193,364 42
Gross income from all sources	\$1,630,460 93

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$556,704 98
Rentals	178,604 33
Taxes on property used in operation of road	92,152 69
Taxes on earnings and capital stock	36,724 61
Interest and discount	28,875 15
Ferries	112,215 42
	1,007,277 88
Net income from all sources	\$623,183 55

Payments from net income, as follows, viz.:

Dividends declared, 5 per cent on \$12,000,000 common stock	600,000 00
Surplus for year ending June 30, 1892	\$23,183 55

General Income Account.

Surplus for year ending June 30, 1892	\$23,183 55
Surplus up to June 30, 1891	1,188,791 67
	\$1,161,975 22
Charged off	126,516 94
Total surplus June 30, 1892	\$1,035,458 28

DETAILED STATEMENT OF RENTALS.

Stewart's line	\$9,166 67
Atlantic avenue railroad	55,967 66
New York, Brooklyn and Manhattan Beach railway	25,990 00
New York and Rockaway railroad	17,500 00
Total amount of rentals deducted from income	\$178,604 33

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$1,257,108 16	\$1,257,108 16
Passengers, all local.....	\$2,458,425 35		2,458,425 35
Mail.....	32,032 12		32,032 12
Express.....	397,559 73		397,559 73
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	11,852 57		11,852 57
Parlor cars.....	12,545 56		12,545 56
Total gross earnings.....	\$2,914,415 32	\$1,257,108 16	\$4,171,523 48

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$203,129 39	\$30,352 65	\$233,481 94
Repairs of bridges (including culverts and cattle guards).....	42,484 84	6,848 31	48,833 15
Repairs of stations, shops, docks, etc.....	45,838 13	6,773 92	52,107 05
Repairs of fences and gates.....	17,884 55	2,597 69	19,982 24
Other expenses for maintenance of way and structures.....	44,224 33	6,606 23	50,832 56
Total.....	\$352,556 14	\$52,680 80	\$405,236 94

Maintenance of equipment:

Repairs of locomotives.....	\$98,557 53	\$14,726 99	\$113,284 57
Repairs of cars.....	104,202 22	38,479 08	142,681 30
Repairs of machinery and tools.....	6,339 19	954 71	7,343 90
Other expenses for maintenance of equipment.....	60,076 21	10,885 59	70,961 80
Total.....	\$269,225 20	\$65,046 37	\$334,271 57

Conducting transportation:

Wages of conductors and men.....	\$123,625 77	\$66,673 40	\$190,299 17
Wages of engineers and firemen.....	216,928 66	58,375 55	275,304 21
Fuel for locomotives.....	310,969 94	46,466 76	357,436 60
Oil and waste.....	10,356 71	1,547 55	11,904 26
Water supply.....	17,712 06	2,646 63	20,358 69
Other train supplies or expenses.....	25,407 63	3,796 54	29,204 17
Wages of station agents and clerks.....	121,104 19	18,096 03	139,200 22
Wages for labor at stations.....		95,169 19	95,169 19
Station supplies.....	29,995 47	4,492 06	34,477 53
Wages of watchmen, flagmen and switchmen.....	234,378 04	35,022 14	269,401 08
Other expenses for conducting transportation.....	225,105 53	18,013 86	243,119 39
Total.....	\$1,315,584 70	\$360,289 73	\$1,665,874 53

General expenses:

Salaries of general officers and clerks.....	\$80,408 43	\$12,014 30	\$92,417 73
General office expenses and supplies.....	14,576 27	2,178 06	16,754 33
Stationery and printing.....	21,994 75	3,286 57	25,281 32
Outside agencies and advertising.....	39,597 14	5,916 81	45,513 95
Legal expenses.....	23,166 79	3,461 70	26,628 49
Loss and damage of freight and baggage.....	1,019 38	1,594 64	2,544 02
Damage to cattle and property.....	7,941 16	1,186 61	9,127 77
Injuries to persons.....	52,300 00	7,900 00	60,000 00
Telegraph maintenance and operation.....	6,374 02	937 50	7,211 52
Mileage of cars of other companies (debit balance).....	27,286 89	4,078 50	31,365 39
Other general expenses.....	10,504 81	1,684 63	12,189 44
Total.....	\$284,964 61	\$44,069 32	\$329,033 93
Grand total operating expenses.....	\$2,222,330 75	\$512,086 22	\$2,734,416 97

LONG ISLAND.

335

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$30,466,785 09
Cost of equipment	8,009,586 68

Other permanent investments, as follows, viz.:

Stock of other companies	\$978,500 00
Bonds of other companies	1,206,000 00
	<u>\$2,186,500 00</u>

At a cost of	\$786,000 00
Express equipment	84,401 71
Ferry property	2,750,000 00
	<u>3,570,401 71</u>

Current assets, as follows, viz.:

Cash on hand	\$178,179 88
Due by agents	114,883 18
Open accounts	568,282 46
Materials and supplies	72,866 68
	<u>938,711 65</u>
	<u>\$37,960,425 06</u>

LIABILITIES.

Capital stock	\$12,000,000 00
Funded debt	13,966,408 88

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$142,853 85
Audited vouchers and pay-rolls	540,325 79
Open accounts	82,558 90
Loans and bills payable	262,835 88
	<u>978,568 22</u>
Profit and loss (surplus)	1,035,458 28
	<u>\$37,960,425 06</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	14,598,820
Number of passengers carried one mile	143,018,916
Number of tons of freight carried	806,980
Number of tons of freight carried one mile	<u>38,045,180</u>
Passenger train mileage	2,763,695
Freight train mileage	409,348
All other train mileage	<u>578,115</u>
Total train mileage	<u>3,751,068</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$2,914,415 39	\$2,223,330 75	\$692,084 57
Average per passenger carried	1997	1522	0475
Average per passenger per mile	0206	0156	0049
Average per passenger train per mile	1 05	80	25
Freight earnings and expenses (including miscellaneous earnings)	1,257,108 16	512,066 22	745,031 94
Average per ton of freight carried	1 5597	6353	2244
Average per ton of freight per mile	0680	0155	0225
Average per freight train per mile	3 07	1 25	1 82

ITEM.

Computed on earnings from carrying passengers and freight only.	All local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 1.731
Average rate received per mile per ton for carrying freight, all classes.....	8.894

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Long Island City to Greenport, Sag Harbor and Great Neck	205.56	.....	205.56
Total of branches or other roads authorized	82.04	74.06	156.10
Main line laid, single track	205.56	.....	205.56
Branches, or other roads, laid, single track	71.80	66.92	140.72
Total single track	277.36	66.92	344.28
Second track on main line	54.45	.....	54.45
Second track on branches or other roads	8.57	29.22	37.79
Total second track	63.02	29.22	92.24
Sidings and turnouts on main line	50.89	.....	50.89
Sidings and turnouts on branches or other roads	20.19	16.85	37.04
Total sidings and turnouts	71.08	16.85	87.93
Grand total of tracks, sidings and turnouts	411.46	114.19	526.45
Laid with steel rail, main line	260.01	.....	260.01
Laid with steel rail, branches or other roads	74.79	97.89	172.61
Laid with iron rail, branches or other roads	5.69	.....	5.69

Average life of rails—steel, 15 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 78 lbs.; minimum, 56 lbs.; iron, maximum, 66 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Creedmore Branch.....	Floral Park	Creedmore	1.91	Owned.	.....	1.91	.....
Locust Valley Branch.....	Mineola	Oyster Bay	14.39	Owned.	3.61	15.00	.....
Hempstead Branch.....	Mineola	Hempstead Cross.	1.17	Owned.	.....	1.17	.....
Northport Branch.....	Hicksville	Old Northport	15.04	Owned.	.....	15.04	.....
Eastport Branch.....	Manor	Eastport	5.22	Owned.	.....	5.22	.....
Central Extension R.R.	Bethpage Junc.	Babylon	7.87	Owned.	.....	7.87	.....
Cedarhurst Branch.....	Woodsburg	Cedarhurst	1.68	Owned.	.....	.....	1.68
Woodside Branch.....	Woodside	Flush. Bridge Sta.	3.99	Owned.	.....	.....	.....
Whitestone Branch.....	Whitestone Junc.	Whitestone Land.	4.78	Owned.	.....	4.78	.....
Newtown & Flush. R.R.	Winfield	Flushing, Main st.	5.97	Owned.	.....	.....	.....
Hunter's P. & So. S. R. R.	N. Y. & Flush. Junc.	Bushwick Junc.	1.63	Owned.	1.63	3.26	.....
Far Rockaway Branch.....	Long Island City....	N. Y. & R. B. Junc.	7.10	Owned.	.....	25.13	.....
Cedarhurst Branch.....	Woodsburg	Point Lookout	10.30	Owned.	1.04	.....	4
N. Y. & Long Beach R.R.	Long Island City....	N. Y. & Flus. Junc.	2.29	Owned.	2.29	4.58	.....
N. Y. & Flushing R. R. ...	Floral Park	Bethpage	14.67	Leased.	.....	14.67	.....
Stewart R. R.	Garden City	Hempstead	1.77	Leased.	.....	1.77	.....
N. Y. & Rockaway R. R.	Rockaway Junc.	Far Rockaway	9.01	Leased.	3.41	8.51	.....
Smithtown & P. J. R. R.	Northport Junc.	Port Jefferson	15.98	Leased.	.....	15.98	.....
N. Y. B. & M. B. R. R. ...	Fresh Pond Junc.	Manhattan Beach	12.08	Leased.	12.08	24.08	.....
N. Y. B. & M. B. R. R. ...	Bay Ridge	Manhattan B. Junc.	4.23	Leased.	4.23	8.46	.....
N. Y. B. & M. B. R. R. ...	Green Point	Cooper Ave. Junc.	3.79	Leased.	.....	1.94	.....
Brooklyn & Jam. R. R. ...	Flatbush avenue..	Jamaica	9.58	Leased.	9.58	19.16	.....

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	45	<i>Fest.</i> 2,660
Wooden bridges.....	18	230
Wooden trestles.....	75	13,671
Total	138	16,581

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	33	....	33	\$8,750	.....	16 $\frac{1}{2}$	33	.....
Locomotives, 4 drivers.....	112	19	131	5,468	140,000	16 $\frac{1}{2}$	130	.....
Total	145	19	164	.....	.....	.....	163	.....
First-class passenger cars.....	268	1	269	\$3,425	65,600	16 $\frac{1}{2}$	269	269
Open excursion cars.....	9	88	97	1,100	22,400	16 $\frac{1}{2}$	97	97
Paymasters' cars.....	1	....	1	3,300	32,000	16 $\frac{1}{2}$	1	1
Baggage, mail and express cars.	27	....	27	1,940	65,000	16 $\frac{1}{2}$	27	27
Total	305	89	394	.....	.....	.....	394	394
Box freight cars.....	631	1	632	\$515	29,000	16 $\frac{1}{2}$	55	407
Gondola cars.....	784	....	784	437	25,000	16 $\frac{1}{2}$	.....	450
Tool cars.....	4	....	4	1,025	41,000	16 $\frac{1}{2}$	2	.....
Derrick cars.....	1	....	1	1,300	60,000	16 $\frac{1}{2}$	1	.....
Construction cars.....	10	....	10	445	19,800	16 $\frac{1}{2}$	10	.....
Refrigerator cars.....	2	....	2	465	23,000	16 $\frac{1}{2}$	2	2
Produce cars.....	15	....	15	630	22,000	16 $\frac{1}{2}$	10	15
Snow-plows.....	4	....	4	2,650	42,600	16 $\frac{1}{2}$	.....	.....
Caboose 8-wheel cars.....	28	....	28	600	37,000	16 $\frac{1}{2}$	28	.....
Service cars.....	11	26	37	11@350	19,000	16 $\frac{1}{2}$	.....	.....
Total	1,490	27	1,517	.....	.....	.....	108	874

Westinghouse automatic air, Westinghouse vacuum, and Eames vacuum brake and the Janney and Miller coupler used on passenger cars; Westinghouse automatic air, Westinghouse vacuum brake on freight cars. The Miller, Smillie M. C. B., Marks and the regular drawhead on freight cars.

Lorenz split switches are used on all passenger tracks.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company.....	99.44
Total assessed value of real estate and personal property of company.....	\$3,894,629.00
Length of steel rails laid during year in repairs.....	64.84
Crossings crossing road at grade.....	4
Crossings crossing road over or under grade.....	9
Crossings at grade without protection.....	690
Crossings at grade protected by gates or flagmen.....	182
Crossings over or under grade.....	70
Obstructions less than 20 feet above track.....	57

REPORT OF THE RAILROAD COMMISSIONERS.

Passenger cars are heated by steam from locomotive, lighted by 800° oil and ventilated by openings in clear story, sides and ends.

This company has its own express service.

The Woodruff Sleeping and Parlor Coach Company ran their cars over this line up to February 15, 1892, and since that date the Long Island Parlor Car and Sleeping Coach Company runs parlor cars over this line at 25 per cent of receipts.

The Woodruff Sleeping and Parlor Coach Company received \$13,312.61, the Long Island Parlor Car and Sleeping Coach Company \$4,478.14 for car mileage.

Total compensation for transportation of mails, per annum, \$32,032.12.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	13,290	1.65
Grain	85,845	10.65
Meats and provisions	18,368	2.28
Live stock	6,760	.84
Lumber	54,740	6.79
Pig bar iron, steel and iron or other ores	12,670	1.57
Coal and coke	187,420	23.25
Petroleum and other oils	8,080	1.00
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	8,915	1.11
All other manufactures	30,235	3.81
All other merchandises	55,708	7.04
All other agricultural products	74,101	9.19
All other articles not included above	258,903	32.12
Total	805,980	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	6	1	7
Employees	24	19	43
Others	14	24	38
Total	44	44	88

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 3,381
 Aggregate amount of salaries and wages paid them during the year..... \$1,788,171 00

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN	President	192 Broadway, N. Y. city.
CHARLES M. PRATT	Vice-President	192 Broadway, N. Y. city.
BENJAMIN NORTON	Second Vice-President	Long Island City, N. Y.
GEORGE S. EDGEELL	Treasurer	192 Broadway, N. Y. city.
E. B. HINSDALE	Secretary	192 Broadway, N. Y. city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN	Babylon, N. Y.
CHARLES M. PRATT	Brooklyn, N. Y.
JAMES G. K. DUER	New York city.
WILLIAM B. KENDALL	Brooklyn, N. Y.
JOHN P. TOWNSEND	New York city.
JAMES D. CAMPBELL	Jenkintown, Pa.
DANIEL LORD	New York city.
GEORGE S. EDGEELL	New York city.
BENJAMIN NORTON	New York city.
FRANK L. BABBOTT	Brooklyn, N. Y.
EVERETT R. REYNOLDS	New York city.
WATSON B. DICKERMAN	Mararoneck, N. Y.
DUMONT CLARKE	Schraffenburgh, N. J.

Title of company, The Long Island Railroad Company.

General offices at Jamaica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report, address J. Carlsen, Auditor, Long Island City, N. Y.

MAHOPAC FALLS.

(Date of charter, March 8, 1884.)

Organized under the General Railroad Law. Constructed and operated in 1884, from Baldwin's Place, on the New York City and Northern Railroad, to the Mahopac mines, near Mahopac Falls, Putnam county, N. Y.

The company owns no rolling stock or equipment of any kind.

The New York City and Northern Railroad furnishes cars and motive power to operate the road.

All details relative to traffic, mileage, equipment, transportation, receipts and expenses will be embodied in their report.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	1,000	\$100,000	.....
Issued for actual cash	500	\$50,000	\$50,000
Issued on account of construction	500	50,000	50,000
Total now outstanding	1,000	\$100,000	\$100,000

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$23,439 60
Bridges	2,745 28
Rails	37,888 76
Land	18,000 00
Land damages	23,237 68
Passenger and freight stations	1,298 80
Engineering expenses	3,151 58
Telegraph line.....	316 00
Total cost of road	\$100,112 50

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,631 59
Less operating expenses (including all taxes).....	2,444 29
Surplus for year ending June 30, 1892	\$2,190 30

General Income Account.

Surplus for year ending June 30, 1892	\$2,190 30
Surplus up to June 30, 1891	112 50
Total surplus June 30, 1892	\$2,302 80

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
eight, all local	\$4,631 59
OPERATING EXPENSES.	
Maintenance of way and structures:	
pairs of roadbed, bridges (including culverts and cattle guards), stations, hops, docks and fences.....	\$1,447 17
ner general expenses	994 12
Total	\$2,441 29

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$100,112 50
Current assets, as follows, viz.:	
Cash on hand	2,190 30
	<u>\$102,302 80</u>
LIABILITIES.	
Capital stock	\$100,000 00
Profit and loss (surplus)	2,302 80
	<u>\$102,302 80</u>

Description of Road and Equipment.

TRACK.	Miles owned all in N. Y. State.
Main line from Baldwin place to Mahopac Mines, single track	4.05
Sidings and turnouts on main line .....	.45
Grand total of tracks, sidings and turnouts	<u>4.50</u>
Laid with steel rail, main line	4.50
Weight of rails per yard—steel, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8 $\frac{1}{2}$ inches; ballasted with broken stone, cinders and gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden trestles	2	<i>Feet.</i> 375

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM F. BUCKLEY	President	69 Wall street, New York city.
HENRI M. BRAEM	Treasurer	69 Wall street, New York city.
LORENZO M. GILLET	Secretary	69 Wall street, New York city.

Directors of the Company.

Name.	Residence.
WILLIAM F. BUCKLEY	New York city.
HENRI M. BRAEM	New York city.
LORENZO M. GILLET	New York city.
ARTHUR E. WENDT	New York city.
CALVIN LITTLEFIELD	New York city.

Title of company, Mahopac Falls Railroad Company.

General offices at 69 Wall street, New York city.

Date of close of fiscal year, June 30, 1892.

For information concerning this report address Henri M. Braem, Treasurer.

MARINE.

(Date of charter, February 27, 1873.)

The Marine Railway was organized under an act of the Legislature, passed April 2, 1880, and the acts amendatory thereof and supplementary thereto. Road now extends from Manhattan Beach to Brighton Beach, N. Y., a distance of .396 of a mile.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and on account of construction and now outstanding.....	500	\$50,000
Number of stockholders.....		8

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Total cost of road	\$69,514 11
Total cost of equipment.....	21,827 68
Grand total cost of road and equipment	\$90,841 68

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$10,206 60
Less operating expenses (excluding all taxes)	18,687 43
Deficit from all sources	\$7,680 88
<i>Deductions from income, as follows, viz.:</i>	
Rentals.....	\$750 00
Taxes on earnings and capital stock.....	59 94
	809 94
Deficit for year ending June 30, 1892.....	\$8,640 77

General Income Account.

Deficit for year ending June 30, 1892.....	\$8,640 77
Surplus up to June 30, 1891....	30,012 88
Total surplus June 30, 1892	\$21,871 61

DETAILED STATEMENT OF RENTALS.

Brighton Beach Improvement Company (limited)	\$750 00
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
Passengers, all local.....	\$10,206 60

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>	
Repairs of track and roadbed	\$6,013 84
Repairs of stations, shops, docks, etc	238 94
Repairs of fences.....	72 76
Total.....	\$6,815 68
<i>Maintenance of equipment:</i>	
Repairs of locomotives	\$160 08
Repairs of cars.....	447 88
Total.....	\$607 88

Conducting transportation:

Wages of conductors and men	\$391 32
Wages of engineers and firemen	1,031 57
Fuel for locomotives	818 74
Oil and waste	16 80
Other train supplies or expenses	33 51
Wages of station agents, clerks, and for labor at stations	469 45
Station supplies	452 06
Wages of watchmen, flagmen and switchmen	951 63
Total	\$4,190 08

General expenses:

Stationery and printing	\$231 38
Outside agencies and advertising	2,861 44
Other general expenses	3,861 62
Total	\$6,954 44
Grand total operating expenses	\$18,037 43

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road	\$69,514 11
Cost of equipment	21,327 52

Current assets, as follows, viz.:

Open accounts	1,563 98
Total	\$92,407 56

LIABILITIES.

Capital stock	\$50,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	21,035 95
Profit and loss (surplus)	21,371 61
Total	\$92,407 56

Traffic and Mileage Statistics.**ITEM.**

	All local.
Number of passengers carried	408,264

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$10,206 60	\$18,087 43	\$7,880 83
Average per passenger carried	0250	0441	0191

Description of Road and Equipment.**TRACK.**Miles owned, all
in N. Y. State.

Main line authorized from Manhattan Beach to Brighton Beach, single track....	.326
Second track on main line .....	.326
Sidings and turnouts on main line .....	.036
Grand total of tracks, sidings and turnouts .....	.688

Weight of rails per yard—steel, 62½ lbs.; gauge of track, 4 feet 8½ inches; ballasted with cinders.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	\$7,050	64,200	16½	2	2
Open excursion, baggage, mail and express cars	4	\$1,600	32,500	16½	4	4

Passenger cars are equipped with vacuum brake and Miller car coupler; Lorenz switch in use on entire line.

Miscellaneous Statistics.

Passenger cars are lighted by Adams and Westlake kerosene center lamps.

Officers of the Company.

Name.	Title.	Official Address.
AUSTIN CORBIN.....	President.....	192 Broadway, New York city.
E. R. REYNOLDS.....	Vice-President	192 Broadway, New York city.
W. G. WHEELER.....	Treasurer	192 Broadway, New York city.
D. S. VOORHEES	Secretary and Assistant Treas.	192 Broadway, New York city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN.....	New York city.
E. R. REYNOLDS.....	New York city.
J. R. MAXWELL.....	Brooklyn, N. Y.
H. W. MAXWELL.....	Brooklyn, N. Y.
GEORGE S. EDGELL.....	New York city.
HENRY GRAVES.....	Orange, N. J.
D. S. VOORHEES	Woodbridge, N. J.

Title of company, The Marine Railway Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address D. S. Voorhees, Secretary.

MECHANIOVILLE AND FORT EDWARD.

LESSOR.

LESSEE — RENNELAER AND SARATOGA.

OPERATED BY FITCHBURG RAILROAD COMPANY.

(Date of charter, May 3, 1890.)

The Schuylerville and Upper Hudson Railroad Company was organized on the 30th of June, 1872, and the Upper Hudson Railroad Company on the 2d of March, 1872, both under the general road law. These roads were consolidated under the name of the Schuylerville and Upper Hudson Railroad Company on the 17th of April, 1872, which consolidation was confirmed by the legislature on the 4th of April, 1873. On the 22d of June, 1877, the property and franchises of company were sold under foreclosure, and the purchasers were organized as the Mechanic and Fort Edward Railroad Company May 3, 1880, in accordance with the general railroad and supplementary acts. The construction of this road was commenced, but has been continued. The tracks have been taken up, but replaced by the Fitchburgh Railroad Company, by whom it is operated, and the amount received from them for rental is credited to earnings of the Rennelaer and Saratoga Railroad.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Par value.	
Authorized by law or charter.....	1,000	\$100,000	*\$10,000

Number of stockholders 26

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast.....	\$2,804 78
Superstructure (including ties)	2,897 35
Land damages.....	41,771 00
Fences.....	83 10
Engineering expenses.....	7,471 84
Total cost of road	\$54,968 07

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$54,968 07

LIABILITIES.

Capital stock \$10,000 00

Current liabilities, as follows, viz.:

Open accounts..... 44,968 07
\$54,968 07

Officers of the Company.

Name.	Title.	Official Address.
JAMES ROOSEVELT.....	President.....	New York city.
JAMES C. HARTT.....	Treasurer.....	New York city.

Directors of the Company.

Name.	Residence.
THEODORE VOORHEES.....	Spuyten Duyvil.
E. T. BULLARD.....	Troy, N. Y.
ISAAC V. BAKER.....	Comstocks, N. Y.
ANDREW WILLIAMS.....	Plattsburgh, N. Y.
A. L. ENMAN.....	Plattsburgh, N. Y.
C. D. HAMMOND.....	Slingerlands, N. Y.
J. WHITE SPRONG.....	Slingerlands, N. Y.
H. S. MARCY.....	Boston, Mass.
JAMES C. HARTT.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.

Title of company, Mechanicville and Fort Edward Railroad Company.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, no stated time.

For information concerning this report address S. T. S. Henry, 21 Cortlandt street, New York city.

* Ten per cent paid in.

MIDDLEBURGH AND SCHOHARIE.

(Date of charter, May 8, 1867.)

Constructed under act of May 8, 1867, chapter 808 of the Laws of New York. Date of opening October 19, 1868.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	1,000	\$100,000
Issued for actual cash and now outstanding	850	85,000
Number of stockholders.....		176

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mort. bonds, first issue.....	1869	2	6	Feb. & Aug.	\$10,000	\$10,000	\$10,000
Mort. bonds, second issue.....	1870	2	6	April & Oct.	10,000	8,000	6,500
Total					\$20,000	\$18,000	\$16,500

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Passenger and freight stations		\$2,000 00
Engine and car houses.		800 00
Shops, machinery and tools.....		75 00
Road built by contract		92,000 00
Total cost of road		\$94,875 00
EQUIPMENT.		
Locomotives.....		\$4,500 00
Passenger cars		3,550 00
Freight and other cars		75 00
Total cost of equipment.....		\$8,125 00
Grand total cost of road and equipment.....		\$103,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$10,764 13
Less operating expenses (excluding all taxes)	6,224 80
Net earnings from operation	\$3,889 33
Income from other sources as follows, viz.:	
Interest	352 00
Gross income from all sources	\$4,191 33
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued.....	\$1,080 00
Interest on property used in operation of road.....	383 50
Interest on earnings and capital stock	43 89
Interest other than above	28 16
	1,535 55
Surplus for year ending June 30, 1892.....	\$2,655 78

General Income Account.

Surplus for year ending June 30, 1892	\$3,655 78
Deficit up to June 30, 1891	436 79
Total surplus June 30, 1892	<u>\$3,218 99</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$5,351 62	\$5,351 62
Passengers, all local	\$4,546 06		4,546 06
Mail	294 56		294 56
Express	556 90		556 90
Miscellaneous, as follows, viz.:			
Telegraph	15 00		15 00
Total gross earnings	\$5,412 51	\$5,351 62	\$10,764 13

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Steel rails laid, 50 tons	\$750 62	\$750 63	\$1,501 25
Repairs of roadbed	905 20	905 20	1,810 40
Repairs of bridges (including culverts and cattle-guards)	100 50	100 50	201 00
Repairs of stations, shops, docks, etc.	110 25	110 25	220 50
Repairs of fences	97 21	97 20	194 41
Total	\$1,853 53	\$1,963 78	\$3,817 31
<i>Maintenance of equipment:</i>			
Repairs of cars	\$95 60		\$95 60
Repairs of machinery and tools	25 15	\$27 15	52 30
Total	\$122 75	\$27 15	\$149 90
<i>Conducting transportation:</i>			
Wages of conductor- and men	\$150 00	\$150 00	\$300 00
Wages of engineers and firemen	255 00	255 00	510 00
Fuel for locomotives	314 88	314 88	629 76
Oil and waste	36 00	36 00	72 00
Water supply	80 50	80 50	161 00
Wages of station agents and clerks	300 00	300 00	600 00
Wages for labor at stations		42 00	42 00
Station supplies	21 25	21 25	42 50
Wages of watchmen, flagmen and switchmen ..	91 25	91 25	182 50
Total	\$1,198 88	\$1,240 88	\$2,439 76
<i>General expenses:</i>			
Salaries of general officers and clerks	\$150 00	\$150 00	\$300 00
General office expenses and supplies	17 62	17 63	35 25
Stationery and printing	12 15	12 15	24 30
Legal expenses	35 00		35 00
Loss and damage of freight and baggage		17 78	17 78
Mileage of cars of other companies (debit balance)		106 50	106 50
Total	\$214 77	\$304 06	\$518 83
Grand total operating expenses	\$3,899 43	\$3,535 87	\$7,435 30

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$94,875 0
Cost of equipment	8,125 0
<i>Current assets, as follows, viz.:</i>	
Cash on hand	2,397 91
Materials and supplies	51 04
	<u>\$105,448 9</u>

MIDDLEBURGH AND SCHOHARIE.

347

LIABILITIES.

Capital stock.....	\$85,000 00
Funded debt.....	18,000 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls	230 00
Profit and loss (surplus)	2,218 99
	<u>\$105,448 99</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	14,420
Number of passengers carried one mile.....	81,295
Number of tons of freight carried.....	5,925
Number of tons of freight carried one mile.....	33,959
Passenger train mileage, mixed	11,000

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$5,412 51	\$3,369 41	\$2,023 08
Average per passenger carried.....	37	23	14
Average per passenger per mile.....	067	042	025
Freight earnings and expenses (including miscellaneous earnings)	5,351 62	3,535 37	\$1,816 25
Average per ton of freight carried.....	90	60	30
Average per ton of freight per mile.....	16	10	06

ITEM.

Computed on earnings from carrying passengers and freight only.	All local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 4.526
Average rate received per mile per ton for carrying freight, all classes	15.76

Description of Road and Equipment.

TRACK.

	Miles owned, all in N. Y. State.
Main line from Middleburgh to Schoharie Court House, single track	5.75
Sidings and turnouts on main line	1.00
Grand total of tracks, sidings and turnouts.....	<u>6.75</u>
Laid with steel rails, main line.....	5.00
Laid with iron rails, main line.....	.75
Average life of rails—iron, 17 years; weight of rails per yard—steel, maximum, 56 pounds, minimum, 50 pounds; iron, 45 pounds; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.

	ENTIRE LINE IN N. Y. STATE.	
	Number.	Aggregate length.
Wooden trestles.....	2	<u>Feet. 100</u>

EQUIPMENT.

	Number owned.	Average cost of each.	Maximum weight of each in lbs.
L motive, 2 drivers.....	1	\$5,000	34,000
F 2-class passenger cars.....	1	.....	.....
S ice cars	1	.....	.....

in brake, link and bolt coupler used on cars.
right lever switches used exclusively on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	5.75
Total assessed value of real estate and personal property of company	\$29,600
Length of steel rails laid during year in repairs, miles.....	.75
Highway crossings at grade without protection	8

Passenger car heated by stoves, lighted by kerosene oil and ventilated in top of car.
 National Express Company operates over road at twelve cents per 100 pounds.
 Receive from United States government for transportation of mails \$73.64 per quarter.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	160
Grain	200
Meats and provisions	5
Lumber	110
Coal and coke	2,100
Petroleum and other oils	20
Manufactures	80
All other merchandise	1,900
All other agricultural products	1,100
All other articles not included above	250
Total	5,985

EMPLOYES.

Average number of persons employed (including officials) during year.....	12
Aggregate amount of salaries and wages paid them during year.....	\$3,000

Officers of the Company.

Name.	Title.	Official Address.
G. N. FRISBIE.....	President	Middleburgh, N. Y.
DURYEA BEEKMAN	Vice-President.....	Middleburgh, N. Y.
G. L. DANFORTH	Treasurer.....	Middleburgh, N. Y.
D. D. FRISBIE.....	Secretary	Middleburgh, N. Y.

Directors of the Company.

Name.	Residence.
G. N. FRISBIE	Middleburgh, N. Y.
DURYEA BEEKMAN	Middleburgh, N. Y.
G. L. DANFORTH	Middleburgh, N. Y.
D. D. FRISBIE	Middleburgh, N. Y.
W. H. ENGLE	Middleburgh, N. Y.
DOW BEEKMAN	Middleburgh, N. Y.
A. J. FREMYER	Middleburgh, N. Y.
H. A. VROOMAN	Middleburgh, N. Y.
W. E. THORNE	Middleburgh, N. Y.
N. MANNING	Middleburgh, N. Y.
W. E. BASSLER	Middleburgh, N. Y.
T. C. MATTICE	Fultonham, N. Y.
* P. S. DANFORTH.....	Middleburgh, N. Y.

Title of company, Middleburgh and Schoharie Railroad Company.
 General office at Middleburgh, N. Y.
 Date of close of fiscal year June 30.
 Date of stockholders' annual meeting, fourth Monday in March.
 For information concerning this report address, G. L. Danforth, Treasurer.

* Deceased.

MIDDLETOWN AND CRAWFORD.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 30, 1868.)

Leased to the New York, Lake Erie and Western Railroad Company, January 30, 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares	Total par value.	
Authorized by law or charter	5,000	\$250,000	.....
Issued for actual cash and now outstanding	2,444	122,200	\$122,200
Number of stockholders			78

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	April 1, 1871	20	p.c. 7	Apr. and Oct.	\$100,000	.....	.....
extended	April 1, 1891	30	4½	.....	.....	\$66,000	\$66,000

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast	\$54,328 96
Bridges	1,090 15
Superstructure (including ties)	47,617 56
Ball	56,661 28
Land	8,959 16
Fences	9,768 00
Passenger and freight stations	5,368 86
Engine and car houses	3,617 08
Engineering expenses	6,223 37
Telegraph line	599 70
Total cost of road	\$193,354 11

Income Account for Year Ending June 30, 1892.

Gross income from all sources as follows, viz.:

Income from rent of road

\$10,500

Deductions from income as follows, viz.:

Interest on funded debt due and accrued

2,970

Net income from all sources

\$7,530

Payments from net income, as follows, viz.:

Dividends declared, 5½ per cent on \$122,200, common stock

6,721

Surplus for year ending June 30, 1892

\$809

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1892.....	\$309 08
Surplus up to June 30, 1891.....	7,494 10
Add adjustment of interest, previous year.....	412 50
Total surplus June 30, 1892	<u>\$8,715 68</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$198,354 11
Current assets, as follows, viz.:	
Cash on hand.....	\$596 17
Open accounts.....	8,798 35
	<u>4,894 52</u>
	<u>\$197,748 68</u>
LIABILITIES.	
Capital stock	\$122,200 00
Funded debt.....	66,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued.....	\$32 25
Dividends unpaid.....	743 50
	<u>58 25</u>
Profit and loss (surplus).....	833 00
	<u>8,715 68</u>
	<u>\$197,748 68</u>

Officers of the Company.

Name.	Title.	Official Address.
JOHN KING.....	President.....	P. O. Box 889, New York city.
ALBERT BULL.....	Vice-President.....	Middletown, N. Y.
A. R. McDONOUGH.....	Secretary.....	P. O. Box 889, New York city.
EDWARD WHITE.....	Treasurer.....	P. O. Box 889, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING.....	New York city.
ALBERT BULL.....	Middletown, N. Y.
R. M. CROSBY.....	Middletown, N. Y.
W. L. STRONG.....	New York city.
E. B. THOMAS.....	New York city.
ANDREW DONALDSON.....	New York city.
A. R. McDONOUGH.....	New York city.

Title of company, Middletown and Crawford Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders annual meeting, first Tuesday in December.

For information concerning this report, address A. R. McDonough, Secretary.

MIDDLETOWN, UNIONVILLE AND WATER GAP.

OPERATED BY THE NEW YORK, SUSQUEHANNA AND WESTERN.

(Date of charter, May 26, 1866.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	6,000	\$300,000
Total now outstanding.....	2,977	149,859
Number of stockholders.....	110	

FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* First mortgage.....	Nov. 1, 1886	20	p.c.	May & Nov.	\$225,000	\$150,000
Second mortgage.....	Dec 1, 1871	25	5	June & Dec.	400,000	250,000
Total.....					\$625,000	\$400,000

Cost of Road.

	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$112,221 96
Bridges.....	12,180 30
Superstructure (including ties) and rails.....	164,546 96
Land and land damages.....	35,942 89
Passenger and freight stations.....	16,367 88
Engine and car houses.....	660 84
Engineering expenses.....	7,565 64
Total cost of road	\$350,476 47

† Equipment.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$28,599 51
Less operating expenses (excluding all taxes)	24,668 34
Net earnings from operation	\$18,931 17

Income from other sources as follows, viz.:

Rents	174 00
Gross income from all sources.....	\$14,095 17

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$20,000 00
Taxes on property used in operation of road.....	1,822 13
Taxes on earnings and capital stock.....	47 20
Taxes other than above, Railroad Commissioners.....	67 53
	21,936 86
Deficit for the year ending June 30, 1892.....	\$7,841 69

General Income Account.

Deficit for year ending June 30, 1892.....	\$7,841 69
Deficit up to June 30, 1891.....	270,280 82
Total deficit June 30, 1892.....	\$278,122 51

* The first mortgage bonds matured November 1, 1886, and were extended for twenty-five years from that date at five per cent interest per annum.

† The equipment used on this road belongs to the New York, Susquehanna and Western Railroad Company.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$39,408 93		
Freight, local.....	144 53		
		\$39,548 46	\$39,548 46
Passengers, through.....	\$6,057 53		
Passengers, local.....	848 32		
	\$6,405 74		6,405 74
Mail	1,017 40		1,017 40
Express.....	1,617 91		1,617 91
Total gross earnings.....	\$9,041 05	\$39,548 46	\$38,589 51

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track.....	\$2,887 35	\$1,636 81	\$4,504 16
Repairs of roadbed.....	626 07	367 39	993 46
Repairs of bridges (including culverts and cattle guards).....	496 13	283 21	779 34
Repairs of stations, shops, docks, etc.....	50 95	29 08	80 03
Repairs of fences.....	391 89	223 71	615 60
Other expenses for maintenance of way and structures.....	42 58	24 30	66 88
Total	\$4,474 97	\$2,554 50	\$7,029 47

Conducting transportation :

Wages of conductors and men.....	\$1,636 79	\$928 64	\$2,565 43
Fuel for locomotives.....	4,974 09	2,839 44	7,813 53
Wages of station agents and clerks.....	3,249 18	1,854 78	5,103 96
Total	\$9,860 06	\$5,622 86	\$15,472 92

General expenses :

Mileage of cars of other companies (debit balance).....	\$1,437 27	\$703 43	\$2,139 70
Other general expenses.....	16 71	9 54	26 25
Total	\$1,453 98	\$711 97	\$2,165 95
Grand total operating expenses.....	\$15,779 01	\$6,334 83	\$34,668 34

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$350,476 47
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Current assets, as follows, viz.:

Cash on hand.....	373 00
Profit and loss (deficiency).....	378,122 51
	\$698,971 98

LIABILITIES.

Capital stock.....	\$149,850 00
Funded debt.....	400,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$175 00
Dividends unpaid.....	198 00
Open accounts.....	78,743 98
	79,121 98
	\$698,971 98

MIDDLETOWN, UNIONVILLE AND WATER GAP.

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Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	23,720	2,887	26,607
Number of passengers carried one mile	229,169	11,584	240,753
Number of tons of freight carried	62,788	294	63,082
Number of tons of freight carried one mile	591,673	1,091	592,764
Passenger train mileage .....	.....	.....	22,594
Freight train mileage .....	.....	.....	12,740
Total train mileage.....	.....	.....	35,334

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$9,041 05	\$15,779 01	\$6,737 96
Average per passenger carried	3402	5837	2435
Average per passenger per mile	0376	0655	0279
Average per passenger train per mile.....	4003	6964	2961
Freight earnings and expenses (including miscellaneous earnings).....	29,548 46	8,890 33	Profit.. 20,658 13
Average per ton of freight carried.....	4684	1409	3275
Average per ton of freight per mile.....	0498	0150	0348
Average per freight train per mile.....	2 3133	6977	1 6316

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.	.....	.....	.....
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.64	Cents. 3.01	Cents. 2.66
Average rate received per mile per ton for carrying freight, all classes.....	4.9696	13.346	4.984

Description of Road and Equipment.

TRACK.	Miles owned all in N. Y. State.
Main line from Middletown to Unionville, single track.....	13.9
Sidings and turnouts on main line.....	2.24
Grand total of tracks, sidings and turnouts.....	16.14
Laid with steel rail, main line	13.9

Average life of rails—steel, 15 years; average life of ties, 6 years; weight of rails per yard—steel, 80 lbs; gauge of track, 4 feet 9 inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	3	Feet. 1,965

Passenger cars equipped with Westinghouse air brake and Miller coupler.
Double point switches exclusively used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road over or under grade.....	1
Highway crossings at grade without protection.....	12

Passenger cars are heated by steam, lighted by 300° oil and Frost lights, and ventilated by deck sashes.

National Express Company operates over road.

Received \$77.91 per mile since July 1, 1899, for transporting United States mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	898	1.42
Grain	2,592	4.11
Meats and provisions	47	.07
Live stock	67	.11
Lumber	2,267	3.58
Pig and bar iron and steel	182	.29
Coal and coke	21,196	33.59
Petroleum and other oils	468	.73
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	976	1.55
All other manufactures	1,348	1.97
All other merchandises	316	.50
All other agricultural products	8,029	12.82
All other articles not included above	24,771	39.26
Total	63,082	100

Officers of the Company.

Name.	Title.	Official Address.
JAMES M. HARTSHORNE.....	*President.....	15 Cortland st., N. Y. city.
JOHN P. RAFFERTY	Vic. -President.....	15 Cortland st., N. Y. city.
	Secretary and Treasurer.	15 Cortland st., N. Y. city.

Directors of the Company.

Name.	Residence.
STEPHEN V. WHITE.....	Brooklyn, N. Y.
CHARLES V. WARE.....	New York city.
SIMON BORG.....	New York city.
CHARLES MINESHEIMER.....	New York city.
FREDERICK P. MOORE.....	New York city.
FRANK C. LAWRENCE, JR.....	New York city.
ROBERT K. DOW.....	Claremont, N. H.
JOHN P. RAFFERTY.....	Brick Church, N. J.
GARRETT A. HOBART.....	Patterson, N. J.
CORNELIUS T. DEMAREST.....	Hackensack, N. J.
JAMES M. HARTSHORNE.....	New York city.
I. I. DEMAREST.....	Hackensack, N. J.

Title of lessor company, Middletown, Unionville and Water Gap Railroad Company.

Title of lessee company, New York, Susquehanna and Western Railroad Company.

General office at 15 Cortlandt street, New York city.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, last Monday in May.

For information concerning this report address, J. P. Rafferty, Treasurer of company c
C. V. Ware, Auditor of lessee company.

* Vacancy.

MONTGOMERY AND ERIE.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 2, 1866.)

The Erie Railway Company leased this road January 1, 1872, and agreed in the lease to make all necessary reports as to the operations of the road, to the State Engineer, as required by law.

The New York, Lake Erie and Western Railroad Company, successor to said Erie company and this company, adopted the old lease with a few modifications as a permanent lease of this road to that company, and the road is now operated by it.

For operation, see report of that company.

Cost of road as stated in this report, relates to expenditures made prior to said lease January 1, 1872.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	26,000	\$260,000	.....
Issued for actual cash and now outstanding....	15,000	150,000	\$150,000
Number of stockholders			138

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds..	May 1, 1866	60	p.c.	May 1 & Nov. 1.	\$180,000	\$180,000	\$108,880 88
Second mort. bonds	Oct. 1, 1867	60	5	Apr. 1 & Oct. 1.	70,000	40,500	26,885 00
Total.....					\$250,000	\$170,500	\$134,765 88

Cost of Road.

	Total cost up to June 30, 1868.
Grading, masonry and ballast.....	\$114,979 17
Bridges.....	3,461 84
Superstructure (including ties) and rails	125,985 35
Land, land damages and fences	44,375 08
Passenger and freight stations	8,099 83
Engine and car houses, fuel and water stations.....	4,923 64
Engineering expenses	13,804 19
Telegraph line.....	1,891 21
Total cost of road	\$297,000 00

Income Account for Year Ending June 30, 1892.**Gross income from all sources, as follows, vis.:**

Rental from lessee..... \$16,000 00

Deductions from income, as follows, vis.:

Interest on funded debt due and accrued \$8,585 00
 Taxes on earnings and capital stock..... 183 75
 Salaries and office expenses 462 00

Net income from all sources \$9,844 25

Payments from net income, as follows, vis.:

Dividends declared, $\frac{4}{4}$ per cent on \$150,000 common stock..... 6,750 00

Surplus for year ending June 30, 1892..... \$34 75

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1892	\$94 75
Surplus up to June 30, 1891	1,169 44
Total surplus June 30, 1892	<u>\$1,264 19</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$327,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	1,264 19
	<u>\$328,264 19</u>
LIABILITIES.	
Capital stock	\$150,000 00
Funded debt	170,500 00
<i>Current liabilities, as follows, viz.:</i>	
Sinking fund	6,500 00
Profit and loss (surplus)	1,264 19
	<u>\$328,264 19</u>

Officers of the Company.

Name.	Title.	Official Address.
J. M. WILKIN	President	Montgomery, N. Y.
C. J. EVERETT	Vice-President and Treasurer	Goshen, N. Y.
WALTER J. MEAD	Secretary	Montgomery, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE SENIOR	Montgomery N. Y.
JOSEPH M. WILKIN	Montgomery, N. Y.
DANIEL M. WADE	Montgomery, N. Y.
EBENEZER VAN ALST	Montgomery, N. Y.
WILLIAM S. MOULD	Montgomery, N. Y.
FREDERIC BODINE	Montgomery, N. Y.
GEORGE W. ACKERLY	Montgomery, N. Y.
GEORGE BERGEN	Montgomery, N. Y.
WALTER J. MEAD	Montgomery, N. Y.
CHARLES J. EVERETT	Goshen, N. Y.
GEORGE W. MURRAY	Goshen, N. Y.
JOHN M. QUACKENBOS	New York city.
CHARLES M. VAIL	New York city.

Title of company, Montgomery and Erie Railway Company.
 General offices at Montgomery, Orange county, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, third Tuesday in November.
 For information concerning this report, address J. M. Wilkin, President.

MOUNT MCGREGOR.

(Date of charter, February 27, 1892.)

REORGANIZED APRIL 18, 1890.

On May 4, 1891, Frank Jones was appointed Receiver under the foreclosure of the second mortgage.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	1,750	\$175,000	3,250	\$325,000.
Grand total of common and preferred stock now outstanding				\$500,000
Number of stockholders				

FUNDED DEBT.

DENOMINATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authori- zied.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage	May 4, 1889	1	p.c. 6	.....	\$22,500	\$22,500	\$22,500
Second mortgage	May 4, 1889	1	6	.....	27,500	27,500	27,500
Total					\$50,000	\$50,000	\$50,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, ballast and filling trestle	\$1,402 71	.....
Superstructure (including ties)	494 07	.....
Shops, machinery and tools	35 99	.....
Interest and discount charged to construction	2 50	.....
Total cost of road, equipment, hotel, etc., as reported up to June 30, 1891		\$555,042 20
Grand total cost of road, equipment, Mountain Hotel, etc..	\$1,865 27	\$556,907 47

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$11,751 09
Less operating expenses (excluding all taxes)	9,435 13
Gross income from all sources	\$2,315 97

Deductions from income, as follows viz.:

Interest on funded debt due and accrued	\$3,000 00	
Rentals	500 00	
Taxes on property used in operation of road	562 11	
Taxes on earnings and capital stock	27 50	
Taxes other than above	51 01	
		4,142 62
Deficit for year ending June 30, 1892		\$2,315 13

General Income Account.

Deficit for year ending June 30, 1892	\$1,315 13
Deficit up to June 30, 1891	10,999 29
Total deficit June 30, 1892	\$22,735 42

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, all local	\$11,091 09
Mail	25 00
Miscellaneous, as follows, viz.:	
Privileges	25 00
Total gross earnings	\$11,341 09

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$: 621 22
Repairs of bridges (including culverts and cattle-guards)	2: 22
Repairs of stations, shops, docks, etc.,	1 22
Total	\$: 624 66

Maintenance of equipment:

Repairs of locomotives.....	\$304 39
Repairs of cars.....	124 27
Other expenses for maintenance of equipment	411 71
Total	\$740 27

Conducting transportation:

Wages of conductors and men.....	\$457 50
Wages of engineers and firemen.....	1,187 67
Fuel for locomotives.....	912 53
Oil and waste.....	106 01
Wages of station agents and clerks.....	356 67
Wages of watchmen, flagmen and switchmen	120 00
Other expenses for conducting transportation	242 61
Total	\$3,338 29

General expenses:

Salaries of general officers and clerks.....	\$850 00
General office expenses and supplies.....	162 05
Stationery and printing.....	23 75
Outside agencies and advertising	421 85
Legal expenses.....	694 08
Other general expenses, insurance, etc	1,385 02
Total	\$3,446 76

Grand total operating expenses.....	\$9,435 18
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General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road and equipment.....	\$556,907 47
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	535 18
Open accounts.....	64 90
Profit and loss (deficiency).....	12,725 43
	\$570,232 98

LIABILITIES.

Capital stock.....	\$500,000 00
Funded debt.....	50,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	98 75
Audited vouchers and pay-rolls	1,548 33
Open accounts.....	4,979 16
Loans and bills payable	3,980 60
Sundries	350 00
	\$570,232 98

Traffic and Mileage Statistics.

	All local.
Number of passengers carried.....	34,534
Number of passengers carried one mile.....	243,189
Passenger train mileage.....	13,104

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$11,771 60	\$9,435 18	\$2,336 42
Average per passenger carried.....	479	294	032
Average per passenger per mile.....	483	287	038
Average per passenger train per mile.....	806	730	277

ITEM.

Computed on earnings from carrying passengers and freight only.....	All local.
Average rate received per mile for carrying passengers, all classes.....	4.8

MOUNT MCGEGOR.

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Description of Road and Equipment.

TRACK.		Miles, all in New York State.
Main line, from Saratoga to Lake George, single track		10.50
Sidings and turnouts on main line .....		.47
Grand total of tracks, sidings and turnouts.....		10.97
Laid with iron rail, main line.....		10.50
Laid with iron rail, branches or other roads .....		.47
Average life of ties, 4 years; weight of rails per yard—iron, 35 lbs; gauge of track, 3 feet; ballasted with sand.		

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges.....	2	Feet. 75
Wooden trestles.....	6	1,417
Total	8	1,492

EQUIPMENT.			
	No. owned.	Average cost of each.	Maximum weight of each in lbs.
Locomotives, 4 drivers.....	2	\$8,000	38,000
First-class passenger cars.....	6	\$3,500	.....
Second-class passenger cars	1	1,200	.....
Baggage, mail and express cars	1	1,000	.....
Totals	8	.....	.....
Flat freight cars	4	.....	.....

Eames' vacuum brake and common coupler on passenger cars.
Lorenz spring switch in use on line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	10
Total assessed value of real estate and personal property of company	\$38,375
Highway crossings at grade without protection	4
Highway crossings at grade protected by gates or flagmen.....	2

Passenger cars not heated; used for summer travel only; lighted with kerosene and ventilated by ordinary methods.

EMPLOYEES.

Average number of persons employed (including officials) during the year, not including special, 1892.....	24
Aggregate amount of salaries and wages paid them during the year	\$3,023 55

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM J. ARKELL.....	President.....	Fifth ave. and 16th st., N. Y. city.
DOUGLASS W. MARKE	Vice-President	Ballston Spa, N. Y.
FRANK JONES	Secretary and Treasurer.	Ballston Spa, N. Y.

Directors of the Company.	
Name.	Residence.
WILLIAM J. ARKELL.....	New York city.
A. G. RICHMOND.....	Cana-joharie, N. Y.
BARTLETT ARKELL.....	Cana-joharie, N. Y.
ED. S. SMITH.....	Cana-joharie, N. Y.
JAMES ARKELL.....	Cana-joharie, N. Y.
ADAM SMITH.....	Cana-joharie, N. Y.
JOHN WARNER.....	Amsterdam, N. Y.
A. B. VROOMAN.....	Amsterdam, N. Y.
D. W. MARIE.....	Ballston Spa, N. Y.
FRANK JONES.....	Ballston Spa, N. Y.
WM. A. MEHAN.....	Ball-ton Spa, N. Y.
ED. F. GROSE.....	Ballston Spa, N. Y.
GEORGE E. SETTLE.....	Ballston Spa, N. Y.

Title of company, Mount McGregor Railroad Company.
 General offices at Ballston Spa, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Tuesday in February.
 For information concerning this report, address Frank Jones, Receiver.

NEWBURGH, DUTCHESS AND CONNECTICUT.

(Date of charter, January 8, 1877.)

This company was originally the Dutchess and Columbia Railroad Company, the articles of association of which were filed at the office of the Secretary of State, Albany, N. Y., September 4, 1866, under an act to authorize the formation of railroad companies and to regulate the same, passed April 2, 1860, and amendments thereto.

Surveys were made in 1867, construction commenced in 1868, continued till, in 1871, the whole line, from Dutchess Junction, Dutchess county, N. Y., to the State line between Connecticut and New York, near Millerton, Dutchess county, was completed and in operation. On the 6th of August, 1876, a sale was held under a decree of foreclosure of the first mortgage of the Dutchess and Columbia Railroad Company, and the property, franchisees, etc., of that corporation were sold, and on the 8th day of January, 1877, a new corporation was formed, under the name of the Newburgh, Dutchess and Connecticut Railroad Company, which took possession of the road, property, etc., on February 1, 1877, and since then has operated the road, as shown by its annual reports.

In accordance with the articles of association organizing the Newburgh, Dutchess and Connecticut Railroad Company, dated and filed in the Secretary of State's office on or about the 8th day of January, 1877, it was provided, among other things, that common stock should be issued to the second mortgage bondholders and the fourth mortgage bondholders of the Dutchess and Columbia Railroad Company, at the rate of fifty cents on the dollar thereof.

Holders of the second mortgage bonds and fourth mortgage bonds have surrendered securities, and there has been issued to them in lieu thereof, and for other purposes, common stock to the amount of \$328,000.

At the time of the organization of the company, through an error, an over-issue of preferred stock was made to the coupon holders of the first mortgage bonds of the Dutchess and Columbia Railroad Company to the extent of \$115,850. Subsequently an agreement was entered into between the preferred stockholders and the company, by which they surrendered \$127,900 of preferred stock. The difference between these two amounts, viz., \$328,000 and \$120,900, being \$207,100, is carried to cost of road and equipment accordingly.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of constructed road under certificate of organization and now outstanding	10,000	\$500,000	12,000	\$600,000

Grand total of common and preferred stock now outstanding..... \$1,100,000
 Number of stockholders..... 120

NEWBURGH, DUTCHESS AND CONNECTICUT.

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Collateral trust bond on franchise and all property	May 1, 1890	80	p.c. 5	May and Nov.	\$396,000	\$396,000
Income mortgage on franchise and all property...	June 1, 1877	100	6	When earned	1,685,000	1,164,500
Total .....		..	..	.....	\$1,861,000	\$1,390,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Shops, machinery and tools	\$542 18	.....
Purchase of constructed road	12,600 00	.....
Telegraph line	581 51	.....
Total cost of road as reported up to June 30, 1891 .....	.....	\$2,540,677 74
Total cost of road	\$13,723 69	\$2,554,401 43
EQUIPMENT.		
Locomotives .....	.....	.....
Passenger cars .....	.....	.....
Mail, baggage and express cars .....	.....	.....
Freight and other cars .....	.....	.....
Barges, floats and tugs .....	.....	.....
Total cost of equipment .....	.....	\$58,469 28
Grand total cost of road and equipment	\$13,723 69	\$2,612,870 71

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additions to machinery	\$542 18
Right of way purchased	\$800 00
Right of way sold	750 00
Preferred stock issued under organization agreement in purchasing road	\$50 00
Telegraph line	12,550 00
Total	12,600 00
	581 51
Total	\$13,723 69

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$173,505 46
Less operating expenses (excluding all taxes)	122,876 66
Net earnings from operation	\$41,138 80
Income from other sources as follows, viz.:	
Lease of tenement houses at Dutchess Junction	945,26
	\$41,374 06
Deductions from income as follows, viz.:	
Interest on funded debt due and accrued	\$11,300 00
Taxes on property used in operation of road	4,286 48
Taxes on earnings and capital stock	878 00
Interest on real estate, mortgages, etc	6,087 28
Legal expenses account	586 00
	23,776 76
Surplus for year ending June 30, 1892	\$17,597 30

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1892.....	\$17,597 86
Surplus up to June 30, 1891.....	75,917 20
Total surplus June 30, 1892	<u>\$93,514 56</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$448 22		
Freight, local.....	77,935 96		
Passengers, local.....	\$34,933 37	\$78,414 18	\$78,414 18
Mail.....	4,128 32		4,128 32
Express.....	1,975 49		1,975 49
<i>Miscellaneous, as follows, viz.:</i>			
Car service.....		1,237 48	1,237 48
Rent of track.....	5,141 70	57,074 92	62,216 62
Total gross earnings.....	<u>\$36,178 98</u>	<u>\$157,386 58</u>	<u>\$173,565 46</u>

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track and roadbed.....	\$11,101 93	\$33,306 43	\$44,408 16
Steel rails laid, 300 tons, cost \$9,453.86.			
Repairs of bridges (including culverts and cattle guards).....	2,065 90	6,267 98	8,333 88
Repairs of stations, shops, docks, etc.....	532 62	1,673 10	2,195 92
Repairs of fences.....	328 84	714 84	953 68
Other expenses for maintenance of way and structures.....	11 77	35 31	47 08
Total.....	<u>\$13,980 66</u>	<u>\$41,987 41</u>	<u>\$55,968 07</u>

Maintenance of equipment :

Repairs of locomotives.....	\$1,975 07	\$5,936 30	\$7,900 37
Repairs of cars.....	2,355 07	5,315 97	\$7,571 04
Repairs of machinery and tools.....	291 04	683 16	884 20
Other expenses for maintenance of equipment.....	980 77	1,875 75	2,856 52
Total.....	<u>\$5,481 95</u>	<u>\$13,680 18</u>	<u>\$19,162 13</u>

Conducting transportation :

Wages of conductors and men.....	\$1,866 80	\$5,358 49	\$7,225 29
Wages of engineers and firemen.....	2,330 18	3,365 37	5,745 55
Fuel for locomotives.....	2,777 29	8,323 07	11,109 36
Oil and waste.....	154 94	359 20	494 14
Water supply.....	135 23	406 08	541 31
Other train supplies or expenses.....	156 16	53 23	209 39
Wages of station agents and clerks.....	2,120 24	6,390 71	8,510 95
Wages for labor at stations.....	165 00	657 37	822 37
Station supplies.....	189 03	536 86	725 89
Wages of watchmen, flagmen and switchmen.....	788 07	2,722 90	3,510 97
Other expenses for conducting transportation.....	729 79	2,914 73	3,644 52
Total.....	<u>\$11,472 81</u>	<u>\$36,406 11</u>	<u>\$41,878 92</u>

General expenses :

Salaries of general officers and clerks.....	\$2,324 96	\$3,450 04	\$11,275 00
General office expenses and supplies.....	295 09	885 61	1,180 70
Stationery and printing.....	305 45	846 44	1,151 89
Legal expenses.....	1 35	3 75	5 00
Loss and damage of freight and baggage.....		26 86	26 86
Damage to cattle and property.....	25 25	75 75	101 00
Other general expenses.....	411 77	1,275 32	1,647 0
Total.....	<u>\$3,363 77</u>	<u>\$11,533 77</u>	<u>\$15,337 5-</u>
Grand total operating expenses.....	<u>\$34,779 19</u>	<u>\$97,597 47</u>	<u>\$132,376 66</u>

NEWBURGH, DUTCHESS AND CONNECTICUT.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$2,554,401 48
Cost of equipment	58,469 28
<i>Other permanent investments, as follows, viz.:</i>	
Real estate	1,223 47
<i>Current assets as follows, viz.:</i>	
Cash on hand	\$19,456 84
Due by agents	1,672 98
Open accounts	16,968 87
Materials and supplies	17,847 08
	55,940 17
	<u>\$2,670,084 28</u>

LIABILITIES.

Capital stock	\$1,100,000 00
Funded debt	1,560,500 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls	10,094 91
Open accounts	994 88
Loans and bills payable	10,000 00
Real estate mortgages	65,000 00
Profit and loss (surplus)	26,514 56
	<u>\$2,670,084 28</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried		84,567	84,567
Number of passengers carried one mile		898,780	898,780
Number of tons of freight carried	893	108,555	109,448
Number of tons of freight carried one mile	20,698	1,917,057	1,937,755

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$36,178 88	\$34,779 19	\$1,399 69
Average per passenger carried	498	041	018
Average per passenger per mile	045	089	008
Average per passenger train per mile	1 321	1 269	062
Freight earnings and expenses (including miscellaneous earnings)	137,336 58	97,597 47	39,739 11
Average per ton of freight carried	1 31	98	28
Average per ton of freight per mile	07	05	02
Average per freight train per mile	1 49	1 06	43

ITEM	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents.	Cents.	Cents.
Average rate received per mile per ton for carrying freight, all classes	2.1	4.6	4.1

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment.

	Miles, all in N. Y. State.
Main line from Dutchess Junction to State line, between New York and Connecticut, at Millerton, single track.....	58.84
Sidings and turnouts on main line.....	10.76
Grand total of tracks, sidings and turnouts.....	69.60
Laid with steel rail, main line.....	54.07
Laid with iron rail, main line.....	4.77

Average life of rail — steel, 5 years; iron, 15 years; average life of ties, 8 years; weight of rails per yard — steel, maximum, 74 lbs.; minimum, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches.; partially ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet
Iron bridges.....	6	535
Wooden bridges.....	1	99
Wooden trestles.....	4	1,554
Total.....	11	2,178

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, in pounds.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 5 drivers.....	1	\$7,000	130,000	20	.....	.....
Locomotives, 4 drivers.....	6	5,000	114,000	20	6	.....
Total.....	7	.....	.....	.....	6	.....
First-class passenger cars.....	4	\$2,000	45,000	15	4	4
Second-class passenger cars.....	3	1,500	43,000	15	3	3
Baggage, mail and express cars.....	8	1,300	40,000	15	3	3
Total.....	10	.....	.....	.....	10	10
Box freight cars.....	59	\$400	20,000	15	.....	.....
Stock freight cars.....	4	400	18,000	12	.....	.....
Charcoal freight cars.....	8	400	20,000	15	.....	.....
Coal freight cars.....	116	350	17,000	10	.....	.....
Flat freight cars.....	29	300	15,000	10	.....	.....
Caboose, 4-wheel cars.....	1	350	18,000	15	.....	.....
Service cars, tool.....	1	.....	.....	.....	.....	.....
Total.....	199	.....	.....	.....	.....	.....

Passenger cars equipped with Westinghouse automatic brake, Cowell and Miller coupler; freight cars with regular freight brake and coupler.
Lorenz safety switch on nine-tenths of road; balance open or stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph operated by company, owned by W. U. Tel. Co., miles.....	58
Cost of real estate now held by company, exclusive of that used in operation	\$1,233 47
Total assessed value of real estate and personal property of company	437,508 60
Length of steel rails laid during year in repairs, miles.....	3.17
Length of iron rails laid during the year in repairs, sidings.....	.12
Railroads crossing road at grade.....	2
Highway crossings at grade without protection.....	61
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	16
Overhead obstructions less than twenty feet above track.....	.....

Cars are heated by fire-proof seamless Baker heater on mixed trains. Same heater with steam attachment on passenger trains, lighted with mineral seal oil, 800° fire test; ventilated by Creamer ventilators.

American Express Company operates over line, pays one and one-half first-class freight rate on merchandise. Half fare for messenger.

Receive \$70.97 per mile a year from Post Office Department for transportation of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	755	.7
Grain	8,557	8.2
Meats and provisions	290	.3
Live stock	553	.6
Lumber	10,393	10.0
Pig and bar iron and steel	2,453	2.4
Iron or other ores	23,360	21.8
Coal and coke	24,849	23.4
Petroleum and other oils	329	.3
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	3,360	3.1
All other manufactures	1,171	1.1
All other merchandise	2,412	2.3
All other agricultural products	9,388	9.
All other articles not included above	7,697	7.3
Total	104,387	100 .

EMPLOYES.

Average number of persons employed (including officials) during the year..... 179
 Aggregate amount of salaries and wages paid them during the year \$83,911 51

Officers of the Company.

Name.	Title.	Official Address.
JOHN S. SCHULTZE	President and Treasurer	Matteawan, N. Y.
WILLIAM LUMMIS	Vice-President	New York city.
WILLIAM A. WELLS	Secretary and General Accountant..	Matteawan, N. Y.
CHAS. S. KIMBALL	Supt. Freight and Purchasing Agent	Matteawan, N. Y.
WM. H. MOORE	Ticket Agent and Auditor Passenger and Freight Accounts	Matteawan, N. Y.
G. D. HOLMES	Master Mechanic	Dutchess Junction, N. Y.
F. D. SMITH	Roadmaster	Millbrook, N. Y.

Directors of the Company.

Name.	Residence.
JOHN S. SCHULTZE	Boonton, N. J.
WILLIAM LUMMIS	New York city.
L. B. WARD	Jersey City, N. J.
WM. S. ESO	Pine Plains, N. Y.
WM. N. SAYER	Pine Plains, N. Y.
ROBERT G. COFFIN	Millbrook, N. Y.
GEORGE POTTER	Billings, N. Y.
ALBERT EMANS	La Grangeville, N. Y.
CHAS. S. KIMBALL	Matteawan, N. Y.
R. C. VAN WYCK	Hopewell Junction, N. Y.
WM. R. SCHULTZE	Manchester, N. J.
WM. H. MOORE	Matteawan, N. Y.
NORMAN T. PLASS	Copake Iron Works, N. Y.

Title of company, Newburgh, Dutchess and Connecticut Railroad Company.

General offices at Matteawan, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' meeting, January.

For information concerning this report, address John S. Schultze, President and Treasurer.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track and roadbed.....	\$30,430 36	\$2,844 84	\$33,275 10
Steel rails laid, 150 tons, cost, \$4,694.90.			
Repairs of stations, shops, docks, etc.....	8,547 82	797 79	9,345 61
Repairs of fences.....	581 80	49 68	631 48
Other expenses for maintenance of way and structures.....	80 67	7 53	88 20
Total.....	\$39,640 55	\$3,699 79	\$43,340 34
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$12,087 82	\$1,128 16	\$13,215 98
Repairs of cars.....	10,378 07	968 62	11,346 69
Repairs of machinery and tools.....	1,440 60	184 46	1,625 06
Other expenses for maintenance of equipment.....	1,971 70	184 02	2,155 72
Total.....	\$25,877 69	\$3,415 26	\$29,292 95
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$16,188 36	\$1,806 36	\$17,994 72
Wages of engineers and firemen.....	12,754 59	1,190 42	13,945 01
Fuel for locomotives.....	39,728 44	3,707 89	43,436 33
Oil and waste.....	1,468 81	187 04	1,655 85
Water supply.....	774 69	72 30	846 99
Other train supplies or expenses.....	1,286 60	115 41	1,402 01
Wages of station agents and clerks.....	14,579 72	1,388 78	15,968 50
Wages for labor at stations.....		7,417 56	7,417 56
Station supplies.....	1,379 28	128 76	1,508 04
Wages of watchmen, flagmen and switchmen.....	4,438 15	418 76	4,856 91
Total.....	\$92,791 08	\$16,078 12	\$108,869 15
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$10,743 36	\$1,002 72	\$11,746 08
General office expenses and supplies.....	295 23	37 56	332 79
Stationery and printing.....	1,434 96	123 33	1,558 29
Outside agencies and advertising.....	894 11	82 63	976 74
Loss and damage of freight and baggage.....		146 84	146 84
Damage to cattle and property.....		10 00	10 00
Injuries to persons.....	4,016 77	374 99	4,391 76
Telegraph maintenance and operation.....	118 45	11 05	129 50
Mileage of cars of other companies (debit balance).....		1,372 10	1,372 10
New York, Lake Erie and Western R. R. tolls....	58,651 90	5,007 68	63,659 58
Other general expenses.....	4,426 46	418 14	4,844 60
Total.....	\$75,574 36	\$8,489 68	\$84,064 04
Grand total operating expenses.....	\$233,883 63	\$30,675 85	\$264,559 48

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$3,665,527 00
Cost of equipment.....	106,041 78
<i>Other permanent investments as follows, viz.:</i>	
Stock of this company.....	571,400 01
<i>Current assets as follows, viz.:</i>	
Cash on hand.....	\$3,636 63
Due by agents.....	14,079 37
Open accounts.....	11,368 58
Materials and supplies.....	6,945 26
	36,030 84
	<u>\$3,471,018 51</u>

NEW JERSEY AND NEW YORK.

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LIABILITIES.	
Capital stock	\$2,800,000 00
Funded debt	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$11,466 68
Audited vouchers, pay-rolls and open accounts	36,517 78
Loans and bills payable	48,000 00
Profit and loss (surplus)	90,984 46
	80,084 12
	\$3,471,018 58

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	947,008
Number of passengers carried one mile	14,028,188
Number of tons of freight carried	129,084
Number of tons of freight carried one mile	1,710,583
Passenger train mileage	307,193
Freight train mileage	26,284
All other train mileage	4,618
Total train mileage	311,811

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$210,799 41	\$283,883 63	\$23,086 22
Average per passenger carried	2226	2489	0243
Average per passenger per mile	0180	0166	0016
Average per passenger train per mile	7502	8324	0822
Freight earnings and expenses (including miscellaneous earnings)	93,662 73	30,675 85	Profit. 62,986 88
Average per ton of freight carried	7259	2977	4838
Average per ton of freight per mile	0647	0179	0368
Average per freight train per mile	3 57	1 17	2 40

ITEM	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, first class	1.50
Average rate received per mile for carrying freight, all classes	5.47

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N.Y. State.	Entire length.	Length in N.Y. State.	Entire length.	Length in N.Y. State.	Entire length.
Main line from New Jersey and New York Junction, N. J., to Garnerville, N. Y., single track	12.23	29.34	4.67	12.16	16.90	41.50
Branches or other roads laid, single track	5.40	5.40	1.	1.	6.40	6.40
Sidings and turnouts on main line	1.56	4.89	.40	.40	1.96	5.29
Sidings and turnouts on branches or other roads .....	.25	.25	.15	.15	.40	.40
Grand total of tracks, sidings and turnouts	19.44	39.88	6.22	13.71	25.66	53.59
Laid with steel rail, main line	7.12	24.23	.....	.....	7.12	24.23
Laid with steel rail, branches or other roads .....	.....	.....	4.67	12.16	4.67	12.16
Laid with iron rail, main line	5.11	5.11	.....	.....	5.11	5.11
Laid with iron rail, branches or other roads	7.17	10.15	1.55	1.55	8.72	11.70

Average life of rails—steel, 18 years; average life of ties, 8 years; weight of rails per yard—
 steel, 60 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballast: 1 with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
New York, L. E. & W. R. R.	Jersey City, N. J.	N. J. & N. Y. Jnc., N. J.	.....	7.49	Operat.	7.49	.....
New York, L. E. & W. R. R.	Nanuet Jnc., N. Y.	Spring Valley, N. Y.	2.80	2.80	Operat.	2.80	.....
New City Branch.....	Nanuet Jnc., N. Y.	New City, N. Y.	4.80	4.80	Owned.	.....	4.80
Garnerville Railroad.....	Miner's Cr'k, N. Y.	Garnerville Print Works, N. Y.	1.	1.	Operat.	.....	1.
Stony Point Branch.....	Garnerville, N. Y.	Stony Point, N. Y.	1.10	1.10	Owned.	.....	1.10
N. J. & N. Y. Exten. R. R....	Garnerville, N. Y.	Haverstraw, N. Y.	2.87	2.87	Leased.	2.87	.....

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Average length.
Iron bridges.....	2	Feet. 205	2	Feet. 200
Wooden bridges.....	3	189	4	252
Total.....	5	394	7	512

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	8	1	9	\$7,286 03	98,000	9	.....
First-class passenger cars.....	14	4	18	\$1,498 46	.....	18	18
Baggage, mail and express cars.	5	1	6	.....	.....	6	6
Total.....	19	5	24	.....	.....	24	24
Box freight cars.....	30	.....	30	\$438 38	.....	2	2
Stock freight cars.....	1	.....	1	250 00	.....	.....	.....
Flat freight cars.....	39	.....	39	359 13	.....	.....	.....
Caboose, 8-wheel cars.....	1	.....	1	1,470 61	.....	1	1
Total.....	71	.....	71	.....	.....	3	2

Passenger coaches equipped with New York air brake and Miller coupler; freight cars with wrought and cast iron draw-bar with link and pin, snow's automatic split switch in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	12.22	29.34
Length of steel rails laid during year in repairs, miles.....	1.59	1.51
Railroads crossing road at grade.....	1	1
Railroads crossing road over or under grade.....	.....	.....
Highway crossings at grade without protection.....	51	51
Highway crossings at grade protected by gates or flagmen.....	.....	.....
Highway crossings over or under grade.....	2	1
Overhead obstructions less than twenty feet above track.....	1	1

Passenger cars are heated by Spear heaters, lighted by oil lamps and ventilated by dome, side and ventilators.

United States Express Company runs over this line and receives an agreed proportion of gross earnings.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,081	2.34
Grain	4,987	3.87
Meats and provisions	2,063	1.60
Live stock	670	.52
Lumber	13,509	10.49
Pig and bar iron and steel	676	.52
Iron or other ores	140	.11
Coal and coke	53,989	41.84
Petroleum and other oils	843	.65
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	3,894	3.03
All other manufactures	13,696	10.61
All other merchandise	9,819	7.61
All other agricultural products	10,135	7.85
All other articles not included above	11,568	8.99
Total	129,084	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1	2
Employees	5	.....	5
Others	3	.....	3
Total	9	1	10

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 196
 Aggregate amount of salaries and wages paid them during the year..... \$105,973 43

Officers of the Company.

Name.	Title.	Official Address.
HENRY W. DE FORREST.....	President.....	62 William street, New York city.
ISAAC S. DEMAREST.....	Vice-President	Oradell, N. J.
J. D. HASBROUCK.....	Secretary and Treasurer..	Foot Chambers st., New York city.
J. S. DRAKE	Superintendent	Hillsdale, N. J.

Directors of the Company.

Name.	Residence.
ROBERT W. DE FORREST.....	New York city.
JOSEPH E. GAY	New York city.
HENRY SEIBERT.....	New York city.
H. W. DE FORREST.....	New York city.
ISAAC D. DEMAREST.....	Oradell, N. J.
ROBERT E. HUGHES.....	Patterson, N. J.
J. D. HASBROUCK.....	Westwood, N. J.
HIRAM BELLIS.....	Oradell, N. J.
THEO. HILL.....	Hackensack, N. J.

Title of company, New Jersey and New York Railroad Company.
 General offices at foot of Chambers street, North river, New York city.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Monday in May.
 For information concerning this report, address J. D. Hasbrouck, Secretary.

NEW JERSEY AND NEW YORK EXTENSION.

LESSOR.

LESSEE — NEW JERSEY AND NEW YORK.

(Date of charter, June 2, 1886.)

to report filed.

to volume 2, Report of 1891, page 370, for last report filed.— *Railroad Commissioners.*

NEW YORK, BROOKLYN AND MANHATTAN BEACH.

LESSOR.

(Date of charter, August 27, 1885.)

The New York, Brooklyn and Manhattan Beach Railway Company is a consolidation of the stock, property and franchises of the New York and Manhattan Beach Railway Company, the New York, Bay Ridge and Jamaica Railroad Company and the Long Island City and Manhattan Beach Railroad Company, in accordance with terms of consolidation agreement dated July 17, 1885, filed in the office of the Secretary of State August 27, 1885; and, as the successor of the New York and Manhattan Beach Railway Company, and was leased to the Long Island Railroad Company under lease dated May 1, 1888.

The road is now operated by the Long Island Railroad Company under lease dated October 1, 1885, at an annual rental of 35 per cent of gross earnings and receipts; minimum rental being \$35,980.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter	8,500	\$350,000	6,500	\$250,000
Issued for stock in New York and Manhattan Beach Railway Company.....	8,500	\$350,000	3,000	\$300,000
Issued for stock in New York, Bay Ridge and Jamaica Railroad Company .....	.....	.....	3,000	300,000
Issued for stock in Long Island City and Manhattan Beach Railway Company .....	.....	.....	500	50,000
Total now outstanding.....	8,500	\$350,000	6,500	\$250,000

Grand total of common and preferred stock now outstanding \$1,000,000
 Number of stockholders..... 185

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First cons. mtg. b'ds	Oct. 1, 1885	50	p c.	Apl. and Oct.	\$2,000,000	\$883,000	*\$383,000
First mortg. bonds, N. Y. and Man Beach Railway Co.	Jan. 1, 1877	20	5	Jan. and July	500,000	500,000	†500,000

* In cash

† In bonds of constituent companies retired, viz.: \$300,000 first mortgage bonds, New York Bay Ridge and Jamaica Railroad Company; \$300,000 second mortgage bonds, New York and Manhattan Beach Railway Company.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Land.....	\$16,906 88	.....
Land damages.....	525 00	.....
Cost of road as reported to June 30, 1891.....	.....	\$1,537,167 69
Credits during year ending June 30, 1892.....	.....	\$1,554,689 57
Total cost of road.....	\$17,521 88	\$1,552,089 57
EQUIPMENT		
Total cost of equipment.....	.....	\$316,480 64
Grand total cost of road and equipment.....	\$17,521 88	\$1,868,570 21

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

<i>Land damages:</i>	
Land for curve at Parkville	\$525 00
<i>Land:</i>	
Acquisition of land under water at Bay Ridge.....	16,906 88
	<u>\$17,521 88</u>

Credit:

Cost of railway depot and fixtures, sale of lands and old rails on Greenpoint division.....	\$2,600 00
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Income Account for Year Ending June 30, 1892.

Income from all sources as follows, viz.:

Rent from Long Island Railroad Company for year ending June 30, 1892, as per lease.....	\$96,960 00
From Long Island Railroad Company for rent due in excess of above for fiscal year ending June 30, 1892.....	14,870 00

Gross income from all sources \$110,830 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$78,350 00
Taxes on earnings and capital stock	731 25
General expenses	192 60
	<u>79,273 85</u>

Net income from all sources..... \$31,576 15

Payments from net income as follows, viz.:

* Dividends declared 5 per cent on \$50,000 preferred stock	32,500 00
Deficit for year ending June 30, 1892	<u>\$923 85</u>

General Income Account.

Deficit for year ending June 30, 1892	\$923 85
Deficit up to June 30, 1891.....	8,779 35
Total deficit June 30, 1892	<u>\$9,703 20</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$1,552,089 57
Cost of equipment.....	316,480 64
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies, \$796,700; cost.....	500,000 00
<i>Current assets, as follows, viz.:</i>	
Open accounts	6,246 59
Profit and loss (deficiency).....	9,703 20
	<u>\$2,384,470 00</u>

* Guaranteed by Long Island Railroad Company as per lease.

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.	
Capital stock.....	\$1,000,000 00
Funded debt.....	1,383,000 00

Current liabilities, as follows, viz.:

Open accounts	1,470 00
	<u>\$2,864,470 00</u>

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WM. G. WHEELER.....	President	192 Broadway, New York city.
GEO. S. EDGELL.....	Vice President	192 Broadway, New York city.
D. S. VOORHEES.....	Secretary	192 Broadway, New York city.
WM. G. WHEELER.....	Treasurer.....	192 Broadway, New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
AUSTIN CORBIN	New York city.
CHAS M PRATT.....	Brooklyn, N. Y.
BENJAMIN NORTON.....	New York city.
WM. G. WHEELER.....	New York city.
E. R. REYNOLDS	New York city.
WM. J. KELLY	Brooklyn, N. Y.
EDWARD E. SPRAGUE	Flushing, L. I., N. Y.
GEO. S. EDGELL.....	New York city.
J. K. O. SHERWOOD	Glen Cove, L. I., N. Y.
D. S. VOORHEES.....	Woodbridge, N. J.
W. J. HEHRE	Hollis, L. I., N. Y.
CHAS. W. REYNOLDS.....	New York city.
FREDERICK COOK	Orange, N. J.

Title of company, New York and Manhattan Beach Railway Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in December.

For information concerning this report, address D. S. Voorhees, Secretary.

NEW YORK AND CANADA.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, March 16, 1872.)

The New York and Canada Railroad Company was organized on the 16th day of March, 1872, under the General Railroad Law.

It was consolidated with the Montreal and Plattsburgh, and the Whitehall and Plattsburgh Railroad companies on the 5th of February, 1873, which consolidation was confirmed by the Legislature on the 15th of April, 1873.

The entire line, between Whitehall and Province line, near Mozer's station, in Clinton county, was opened for traffic on the 16th of November, 1873.

The branch between Fort Ticonderoga and Lake George was built under an act of the Legislature, passed on the 25th of March, 1873, and was opened in May, 1875.

The branch between West Chazy and Rouse's Point was built under the General Railroad Law, and was opened in September, 1876.

The New York and Canada Railroad, with its branches, was leased, upon its completion, to the Delaware and Hudson Canal Company, which reports its operations, earnings and expenses.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized or amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	40,000	\$4,000,000	
Issued for actual cash and now outstanding....	89,910	3,991,000	\$3,768,374

Number of stockholders

FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage sterling bonds	May 1, 1874	30	p.c. 6	May 1, Nov. 1.	\$4,000,000	\$4,000,000	\$3,600,000

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$49,543 41	\$4,389,302 40
Bridges.....	879 46	409,978 26
Superstructure (including ties).....	29,411 53	2,106,775 40
Rails.....	334 06	21,773 72
Land.....		530 00
Land damages.....	250 00	449,572 74
Fences.....		542 10
Passenger and freight stations	4,134 72	132,110 65
Engine and car houses.....		40,911 72
Fuel and water stations		2,165 60
Engineering expenses.....	76 72	302,632 48
Purchase of constructed road		77,666 39
Telegraph line		9,264 87
Total cost of road.....	\$84,119 90	\$8,485,226 23

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for change of line north of Crown Point.....	\$40,596 21	
Grading for side tracks.....	47 00	
Filling trestle No. 1.....	8,569 80	
Bridge masonry.....	330 40	\$49,543 41
Expenditure account of replacing wooden bridges with iron.....		379 46
Ballasting main track south of Addison junction	\$28,290 18	
Superstructure for new track on account of change of line north of Crown Point.....	897 39	
Superstructure for side track.....	204 57	
Superstructure for bridges.....	19 39	
Rails for side tracks.....		29,411 53
Land for right of way for change of line north of Crown Point.....		334 06
Construction of new passenger station at Westport		250 00
Engineering expenses.....		4,134 72
		76 72
Total		\$84,119 90

Income Account for Year Ending, June 30, 1892.

Income from all sources, as follows, viz.:	
Lease of the road.....	\$226,097 60

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$8,485,226 23
LIABILITIES.	
Capital stock.....	\$4,000,000 00
Funded debt.....	4,000,000 00
Current liabilities, as follows, viz.:	
Open accounts.....	485,226 23
	\$8,485,226 23

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
HORACE G. YOUNG.....	President.....	Albany, N. Y.
JAMES C. HARTT.....	Treasurer.....	New York city.
CHARLES A. WALKER.....	Secretary.....	New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
ISAAC V. BAKER.....	Comstocks, N. Y.
LEONARD B. CANNON.....	New York city.
JAMES R. TAYLOR.....	Brooklyn, N. Y.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
HORACE G. YOUNG.....	Albany, N. Y.
JAMES C. HARTT.....	Montreal, Can.
CHARLES A. WALKER.....	New York city.
REUBEN A. HENRY.....	Jersey City, N. J.
ROBERT OLYPHANT.....	New York city.
WILLIAM H. COOKE.....	Whitehall, N. Y.
ROBERT M. OLYPHANT.....	New York city.
SMITH M. WEED.....	Plattsburgh, N. Y.
F. MURRAY OLYPHANT.....	New York city.

Title of company, New York and Canada Railroad Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders annual meeting, third Tuesday in May.

For information concerning this report address Charles A. Walker, Secretary.

NEW YORK AND CANADA.

LESSEE.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$254,355 53
Less operating expenses (excluding all taxes).....	735,868 53
Gross income from all sources.....	\$218,586 99

Deductions from income as follows, viz.:

Rentals, etc.....	\$278,391 76
Taxes on property used in operation of road.....	28,331 96
Taxes on earnings and capital stock.....	2,921 80
Taxes other than above.....	1,119 07
	310,764 09
Deficit for year ending June 30, 1892.....	\$92,237 10

General Income Account.

Deficit for year ending June 30, 1892.....	\$92,237 10
Surplus up to June 30, 1891.....	25,185 21
Total deficit June 30, 1892.....	\$67,051 89

DETAILED STATEMENT OF RENTALS.

Interest on bonds.....	\$226,007 00
Interest on equipment of the Delaware and Hudson Canal Company.....	42,304 16
Total amount of rentals deducted from income.....	\$278,391 71

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$95,716 48		
Freight, local	481,750 86		
Passengers, through	\$93,429 72	\$577,467 34	\$577,467 34
Passengers, local	234,889 50		
Mail	\$328,319 31		828,319 31
Express	24,715 22		24,715 22
Extra baggage	20,945 51		20,945 51
	1,580 75		1,580 75
Miscellaneous as follows, viz.:			
Rents	\$669 46		
Telegraph	676 53		
Hauling cars	11 40		
	462 06	895 33	1,357 39
Total gross earnings	\$376,022 85	\$578,362 67	\$954,385 52

OPERATING EXPENSES.

Maintenance of way and structures:			
Repairs of track	\$70,918 76	\$105,370 18	\$176,288 94
Steel rails laid, 4,797 tons; cost..	\$146,957 60		
Iron rails laid, 341 tons; cost..	9,020 98		
Repairs of roadbed	5,869 63	8,854 65	14,734 28
Repairs of bridges (including culverts and cattle guards)	2,652 40	3,296 75	5,949 15
Repairs of stations, shops, docks, etc.	3,070 21	4,719 44	7,789 65
Repairs of fences	2,218 95	3,629 63	5,848 58
Other expenses for maintenance of way and structures	13,815 23	23,588 53	37,403 76
Total	\$97,945 18	\$149,469 18	\$247,414 36
Maintenance of equipment:			
Repairs of locomotives	\$11,173 86	\$18,703 78	\$29,877 64
Repairs of cars	14,627 80	43,558 78	58,186 58
Repairs of machinery and tools	929 61	1,578 59	2,508 20
Other expenses for maintenance of equipment ..	3,648 82	6,356 15	10,004 97
Total	\$30,380 09	\$70,197 30	\$100,577 39
Conducting transportation:			
Wages of conductors and men	\$30,252 54	\$40,131 97	\$60,384 51
Wages of engineers and firemen	19,963 32	34,160 64	54,123 96
Fuel for locomotives	47,630 18	82,369 23	129,999 41
Oil and waste	3,316 83	6,264 19	9,681 02
Water supply	1,054 56	1,839 41	2,893 97
Other train supplies or expenses	3,191 54	4,816 14	8,007 68
Wages of station agents and clerks	6,234 32	15,298 98	21,633 30
Wages for labor at stations	2,342 95	12,421 21	14,764 16
Station supplies	2,879 06	1,450 32	4,329 38
Wages of watchmen, flagmen and switchmen ..	1,124 08	2,800 05	4,014 13
Other expenses for conducting transportation ..	1,731 82	2,060 49	3,792 31
Total	\$109,801 20	\$203,812 63	\$313,613 83
General expenses:			
Salaries of general officers and clerks	\$4,894 33	\$10,592 32	\$15,486 65
General office expenses and supplies	1,289 95	2,640 43	3,930 38
Stationery and printing	1,235 05	2,543 69	3,778 74
Outside agencies and advertising	6,396 01	25 34	6,391 35
Legal expenses	236 19	470 71	706 90
Loss and damage of freight and baggage	74 41	705 25	779 66
Damage to cattle and property	252 50	674 35	926 85
Injuries to persons	3,339 18	309 07	3,648 25
Telegraph maintenance and operation	4,159 08	9,608 59	13,857 67
Mileage of cars of other companies (debit balance)	10,707 48	12,252 70	22,960 18
Insurance	595 00	1,155 00	1,750 00
Other general expenses	27 93	88 37	66 30
Total	\$33,147 13	\$41,105 82	\$74,252 95
Grand total operating expenses	\$271,273 60	\$404,584 93	\$735,858 53

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	43,058	321,917	364,975
Number of passengers carried one mile.....	8,769,737	9,708,859	13,473,096
Number of tons of freight carried.....	215,674	766,668	982,342
Number of tons of freight carried one mile.....	16,324,995	52,538,794	68,863,789
Passenger train mileage.....			289,538
Freight train mileage.....			416,656
All other train mileage.....			9,626
Total train mileage.....			715,820

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$376,022 85	\$271,273 60	\$104,749 25
Average per passenger carried.....	1 08	74	29
Average per passenger per mile.....	0279	0301	0078
Average per passenger train per mile.....	1 30	94	36
Freight earnings and expenses (including miscellaneous earnings).....	576,362 67	464,584 98	113,777 74
Average per ton of freight carried.....	59	47	12
Average per ton of freight per mile.....	0084	0068	0016
Average per freight train per mile.....	1 89	1 12	27

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.478	Cents. 2.431	Cents. 2.430
Average rate received per mile per ton for carrying freight, all classes.....	.586	.917	.839

Description of Road and Equipment.

TRACK.		Miles leased, all in N. Y. State.
Main line laid from Lake Station, Whitehall, to Rouse's Point, single track.....		112.93
Branches or other roads laid, single track.....		37.01
Total single track.....		149.94
Sidings and turnouts on main line.....		30.27
Sidings and turnouts on branches or other roads.....		3.52
Total sidings and turnouts.....		33.79
Grand total of tracks, sidings and turnouts.....		183.73
Laid with steel rail, main line.....		112.93
Laid with steel rail, branches or other roads.....		16.24
Laid with iron rail, main line.....		30.27
Laid with iron rail, branches or other roads.....		24.2
Average life of rails—steel, 15 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 62 lbs.; iron, maximum, 62 lbs.; minimum 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.		

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DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased	Miles laid with steel rail.	Miles laid with iron rail.
Lake George Railroad.	Fort Ticonderoga.	Baldwin	4.42	Leased.	4.42	.....
Whitehall & Plattsburgh	Plattsburgh	Ausable	19.81	Leased.	.58	19.23
Plattsburgh & Montreal	Chazy Junction ..	Province line	12.73	Leased	11.24	1.54

BRIDGES.

	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	43	Feet. 8,583
Wooden bridges	6	244
Wooden trestles	12	8,690
Total	60	12,517

Passenger cars are equipped with Westinghouse automatic air brake and Miller and Gould coupler.

About four-fifths of the line is equipped with automatic safety and one-fifth with ordinary stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles of wire	257.59
Total assessed value of real estate and personal property of company	\$1,424,165
Length of steel rails laid during the year in repairs, miles	50.88
Length of iron rails laid during year in repairs, miles	3.61
Railroads crossing road at grade	4
Railroads crossing road over or under grade	1
Highway crossings at grade without protection	100
Highway crossings at grade protected by gates or flagmen	2
Highway crossings over or under grade	5
Overhead obstructions less than twenty feet above track	11

Passenger cars are heated by Consolidated Car Heating Company's system, lighted by mineral seal oil, 300° test, and ventilated by Cresmer and Glob ventilators in transoms and elevated roofs.

National Express Company runs over this road; pays for local freight one and one-half first-class tariff rates; between New York and Rutland and Rouse's Point, N. Y., two-thirds first-class; between competing points first-class; also 10 per cent of its profits.

Wagner Palace Car Company receives three cents per mile run for sleeping cars and one cent per mile for drawing room cars. Railroad company lubricates and cleans outside of cars. No additional charge is made by the railroad company.

Wagner Palace Car Company received \$5,993.25, and Pullman's Palace Car Company \$3. Compensation for the transportation of mails is fixed by the United States government.

DESCRIPTION OF FREIGHT MOVED

ITEM	Tonnage.	Per cent.
Flour	6,072	.62
Grain	16,548	1.68
Meats and provisions	2,869	.29
Live stock	3,925	.40
Lumber	133,357	13.58
Pig and bar iron and steel	52,658	5.36
Iron or other ores	295,827	30.12
Coal and coke	34,574	31.
Petroleum and other oils	2,682	.27
Shipment of manufactured goods received by railroad companies within this State from manufactories within this State	35,258	3.59
All other manufactures	35,618	3.63
All other merchandise	11,469	1.16
All other agricultural products	28,910	2.94
All other articles not included above	52,635	5.36
Total	292,342	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Employees	7	3	10
Others	5	1	6
Total	14	4	18

EMPLOYEES.

Average number of persons employed (including officials) during the year 660
 Aggregate amount of salaries and wages paid them during the year \$344,453 27

For officers and directors of lessee company, see lessee's report of the Albany and Susquehanna railroad.

Title of company, Delaware and Hudson Canal Company, lessee.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders annual meeting, second Tuesday in May.

For information concerning this report, address S. T. S. Henry, Auditor.

NEW YORK CENTRAL AND HUDSON RIVER.

(Date of consolidation, November 1, 1869.)

This company was organized by the consolidation on November 1, 1869, of the New York Central Railroad Company and the Hudson River Railroad Company.

THE NEW YORK CENTRAL RAILROAD COMPANY.

This company was organized under a special law passed April 2, 1853, authorizing the consolidation of the railroads between Albany and Buffalo, as follows:

- The Albany and Schenectady.
- The Schenectady and Troy.
- The Utica and Schenectady.
- The Mohawk Valley.
- The Syracuse and Utica.
- The Syracuse and Utica, Direct.
- The Rochester and Syracuse.
- The Buffalo and Rochester.
- The Rochester, Lockport and Niagara Falls.
- The Buffalo and Lockport.

Articles of agreement taking effect as of May 1, 1853, were filed May 17, 1853; the first board of directors elected July 6, and the whole line delivered to the new company August 1, 1853.

The organization of the consolidated roads, as mentioned above, forming the New York Central railroad, was as follows:

The Albany and Schenectady, chartered in 1826 as the Mohawk and Hudson, was opened September 12, 1831, and was the first railroad built in the State of New York. In 1847 the name was changed to the Albany and Schenectady.

The Schenectady and Troy was chartered in 1836 and opened in 1842.

The Utica and Schenectady was chartered in 1833 and opened August 1, 1836.

The Mohawk Valley filed articles January 21, 1851, and December 28, 1852. The company was merged in the New York Central Railroad Company under the act of 1853.

The Syracuse and Utica was chartered in 1836, and opened July 3, 1839.

The Syracuse and Utica, Direct, was organized under the General Law and filed articles January 26, 1853. It was merged in the New York Central Railroad Company under the act of 1853.

The Rochester and Syracuse was a consolidation (August 1, 1850) of the Auburn and Rochester and the Auburn and Syracuse. The Auburn and Rochester, chartered in 1836, was opened in August, 1841, and the Auburn and Syracuse, chartered in 1834, was opened in June, 1838. The Direct line was opened in 1853.

The Buffalo and Rochester was a consolidation (December 7, 1850,) of the Attica and Buffalo and the Tonawanda. In 1852 this company opened a direct road from Buffalo to Batavia, keeping that part of the Attica and Buffalo line between Attica and Batavia as a branch. The Attica and Buffalo was chartered in 1836 and opened in 1842, and the Tonawanda, chartered in 1832, was opened in 1842.

The Rochester, Lockport and Niagara Falls was originally the Lockport and Niagara Falls, chartered in 1834 and opened in 1838. In December, 1850, the Rochester, Lockport and Niagara Falls Railroad Company was organized and rebuilt the road.

The Buffalo and Lockport filed articles April 27, 1852, and was in progress at the date of consolidation. The road was opened in 1854.

The following roads were leased and subsequently merged into the consolidation, viz.:

The Rochester and Lake Ontario, in 1855.

The Buffalo and Niagara Falls, in 1855.

The Lewiston, in 1855.

The Saratoga and Hudson River, in 1867.

The capital stock of the consolidated company was issued at par in exchange for that of the lessor company's, respectively, under authority of acts of the Legislature.

The Saratoga and Hudson River road was leased on November 2, 1881, to the New York, West Shore and Buffalo Railroad Company for 475 years, the rental for the entire period having been commuted for \$400,000.

The Niagara Bridge and Canandaigua railroad, originally the Canandaigua and Niagara Falls, filed articles March 1, 1851, was opened April 1, 1854, and leased to the New York Central September 1, 1884, at six per cent on \$1,000,000 stock. The entire capital stock has since been purchased by and the road merged with that of the New York Central and Hudson River Railroad Company.

THE HUDSON RIVER RAILROAD COMPANY.

This company was chartered May 12, 1846, and road opened through its entire length from New York to East Albany October 3, 1851.

Previous to the consolidation of the Hudson River railroad with the New York Central railroad it had leased the Troy and Greenbush railroad, running from Troy to Greenbush, which road was chartered in January, 1845, and leased to the Hudson River Railroad Company June 1, 1851, for seven per cent on \$275,000 capital stock. The lease runs during the time of the charter or any extension thereof. The lease was assumed by the New York Central and Hudson River Railroad Company on consolidation.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

This company has added to it the following lines, viz.:

The New York and Harlem railroad, chartered April 25, 1831, and corporate existence extended December 28, 1874, four hundred years, leased its steam portion running from Forty-second street, New York city, to Chatham (lease dated April 1, 1873, and expires April 1, 1874); the annual rent paid being interest on its funded debt, and eight per cent on its capital stock. This lease covers the New York and Mahopac railroad, chartered March 7, 1871, and lease dated June 17, 1873, from Golden's bridge to Lake Mahopac seven miles, the rent being nominal, as the whole of its capital was owned by the New York and Harlem Railroad Company and transferred under the lease. Lease expires December 31, 1971.

The Spuyten Duyvil and Port Morris Railroad, connecting the New York and Harlem railroad with the New York Central and Hudson River railroad at Spuyten Duyvil, a distance of six miles, chartered April 24, 1867, lease dated November 1, 1871, and expires December 31, 1970. Annual rent, eight per cent on \$980,000, cost of the road.

The Dunkirk, Allegheny Valley and Pittsburg railroad, lease dated January 3, 1873, expires December 1, 1873. Annual rent is interest on \$2,900,000 bonds, at seven per cent, and one and one-half per cent on 13,000 shares of stock.

The Syracuse Junction Railroad was built by the New York Central and Hudson River railroad to take the two freight tracks of its four-track system around the city of Syracuse. It was leased to the New York Central and Hudson River Railroad Company April 10, 1875, as a legal formality, and subsequently absorbed under authority of law.

The Junction (Buffalo) railroad was built by the New York Central and Hudson River railroad to connect its main lines between East Buffalo and North Buffalo. It was leased April 10, 1875, and absorbed by the New York Central and Hudson River Railroad Company in the same manner as the Syracuse Junction railroad.

The Geneva and Lyons railroad was built by the New York Central and Hudson River railroad to connect Geneva on the Auburn branch with Lyons on the main line, a distance of fourteen miles, and has been leased and absorbed under authority of law.

The two Hudson River bridges, crossing the Hudson river between East Albany and Albany, are owned nominally by a separate organization called the "Hudson River Bridge Company." This ownership is vested in the New York Central and Hudson River Railroad Company three-fourths, and the Boston and Albany Railroad Company one-fourth. Except for foot-passengers the bridges are used exclusively for railroad purposes. Each company pays proportionately for expenses of maintenance and operating.

The Troy Union railroad is a line used jointly by lines terminating at the city of Troy, and runs into a Union passenger station. The line was chartered in 1851, and originally owned by the city of Troy, but was disincorporated to the railroad companies—one-half to the New York Central and Hudson River Railroad Company, one-fourth to the Troy and Boston Railroad Company, and one-fourth to the Rensselaer and Saratoga Railroad Company. Each company pays its proportion of maintenance and operating, and runs its own trains over the road.

The West Shore Railroad Company was organized in conformity with the provisions of an act of the Legislature of the State of New York entitled "An act to facilitate the reorganization of railroad" sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, being chapter 430 of the Laws of 1874 and any acts amendatory thereof, or supplemental thereto.

Under judgment of foreclosure against the New York, West Shore and Buffalo Railway Company, the property and franchises of said company were sold at public sale on the 24th day of November, 1885, and on the 5th day of December, 1885, were duly conveyed to the purchasers, J. Pierpont Morgan, Chauncey M. Dewey and Ashbel Green, joint tenants.

On the 5th day of December, 1885, said purchasers organized the West Shore Railroad Company, and on the same day conveyed certain portions of the property and franchises so acquired to the West Shore Railroad Company.

Under date of December 5, 1885, the railroad property of the West Shore Railroad Company was leased to the New York Central and Hudson River Railroad Company for four hundred and seventy-five years from January 1, 1886, with the privilege of further term of five hundred years, at an annual rental of the full amount of interest at four per cent per annum, as it matures upon outstanding bonds, secured by a first mortgage not exceeding \$50,000,000 of principal.

The lease of the West Shore Railroad to the New York Central and Hudson River Railroad Company was ratified by the Legislature of the State of New Jersey.

The Syracuse, Ontario and New York Railway Company was formed by articles of association filed in the office of the Secretary of State of the State of New York, on the 30th day of June, 1883.

This last-named company subsequently acquired by agreement of purchase the railroad which had been sold under foreclosure, formerly belonging to the Syracuse, Chenango and New York Railroad Company, extending from the city of Syracuse, in Onondago county, to the village of Earlville, in Madison county.

From the 1st day of July, 1890, this railroad was operated as the Chenango branch of the West Shore railroad, and on the 2nd day of April, 1891, the railroad and property of the Syracuse, Ontario and New York Railway Company was formally leased, for the term of its corporate existence, to the West Shore Railroad Company. On July 2, 1891, the entire capital stock of the Syracuse, Ontario and New York Railway Company was surrendered to the West Shore Railroad Company, and the former company was formally absorbed by the latter, under authority of law.

New Jersey Junction Railroad Company was organized February 27, 1886, under the Laws of the State of New Jersey. It has completed a double-track railroad connecting the West Shore railroad with the trunk lines terminating at and near Jersey City, extending from Weehawken to a junction with the Pennsylvania railroad at Jersey City distance, 4.35 miles — and a branch to a junction with same road near Harsimus Cove — 0.84 miles.

Railroad and property leased, with the consent of the Legislature of the State of New Jersey, to the New York Central and Hudson River Railroad Company for 100 years from July 1, 1886, with a privilege of a further term of 10 years, at an annual rental of the full amount of interest at four per cent per annum, as it matures on its outstanding bonds.

The road was opened for through business for freight trains in May, 1887, and for passenger trains in June, 1887.

The Beech Creek Railroad Company was organized June 29, 1886, as the successor of the Beech Creek, Clearfield and Southwestern Railroad Company, sold under foreclosure June 4, 1886. Beech Creek, Clearfield and Southwestern Railroad Company was organized March 20, 1883, by change of name from the Susquehanna and Southwestern Railroad Company. This latter company was chartered August 12, 1882, to operate a line of railroad extending from Williamsport, Pa., to the southern line of Clearfield county, about 100 miles.

Under date of December 15, 1890, the Beech Creek railroad was leased to the New York Central and Hudson River Railroad Company, for the term of 99 years from October 1, 1890, at an annual rental of four per cent per annum guaranteed interest on first mortgage bonds not exceeding \$5,000,000, and an annual guaranteed dividend of four per cent on capital stock amounting to \$5,000,000. The lessee company also assumed the outstanding assets and liabilities of the lessor company.

The Rome, Watertown and Ogdensburg Railroad Company was organized in 1860, by the consolidation of the Watertown and Rome Railroad Company, which was chartered April 17, 1852, opened September 18, 1851, and the Potsdam and Watertown Railroad Company, chartered February 23, 1852, and opened June 1857. The Rome, Watertown and Ogdensburg railroad has added to it by consolidation the following railroads:

Lake Ontario railroad, chartered as the Lake Ontario Shore Railroad Company March 17, 1868, opened to Ontario in 1873, sold under foreclosure September 23, 1874, reorganized as the Lake Ontario Railroad Company and consolidated with the Rome, Watertown and Ogdensburg Railroad Company January 15, 1875.

Syracuse and Northern railroad, chartered February 25, 1868, under the name of Syracuse Northern Railroad Company, and opened in 1872. Sold under foreclosure in August, 1875, and reorganized as the Syracuse and Northern Railroad Company. Consolidated with Rome, Watertown and Ogdensburg railroad December 15, 1875.

Rome, Watertown and Ogdensburg Terminal railroad, chartered June 22, 1886. Into this company were merged the Windsor Beach and Ontario railroad, chartered November 13, 1867, and the Rochester and Lake Beach railroad, chartered February 1, 1888. Consolidated with Rome, Watertown and Ogdensburg railroad April 28, 1890.

Norwood and Montreal railroad, chartered March 1, 1864, and consolidated August 7, 1890.

Syracuse, Phoenix and Oswego railroad, chartered March 1, 1883. This company and the Fulton and Oswego railroad, chartered December 18, 1885, were consolidated under the title of the first-named company April 24, 1886. Consolidated with Rome, Watertown and Ogdensburg railroad August 7, 1889.

The following named roads are leased to the Rome, Watertown and Ogdensburg Railroad Company:

Oswego and Rome railroad, chartered April 1, 1863, and opened January 1, 1866. The rental, under modified lease of March 2, 1891, is seven per cent on \$350,000 first mortgage bonds, and five per cent on second mortgage bonds not exceeding \$400,000.

Niagara Falls Branch railroad, chartered December 24, 1875; leased September 21, 1881, at a rental of seven per cent on its capital stock of \$250,000.

Utica and Black River railroad, chartered May 9, 1861, completed to Philadelphia in February, 1873. The following companies were consolidated with the Utica and Black River Railroad Company:

Black River and Morristown railroad, chartered March 22, 1870, consolidated August, 1888.

Ogdensburg and Morristown railroad, chartered August 16, 1876, consolidated January 29, 1886. Clayton and Theresa railroad, chartered February, 1871, consolidated January 29, 1886.

Lease of Utica and Black River railroad, dated April 14, 1886, provides for a cash rental of \$4,500 annually, an annual dividend of seven per cent on capital stock of \$2,225,000, and interest on \$1,950,000 mortgage bonds.

Carthage, Watertown and Sackett's Harbor railroad, chartered February 5, 1879, leased to Utica and Black River Railroad Company, which lease is now assigned to the Rome, Watertown and Ogdensburg Railroad Company, at a rental of thirty-seven and one-half per cent of gross earnings.

The Rome, Watertown and Ogdensburg railroad, and its leased lines, were leased to the New York Central and Hudson River Railroad Company March 14, 1891, the consideration being an annual cash rental of \$15,000, to be reduced after April 1, 1901, to \$7,000, a guaranteed dividend of five per cent per annum on the capital stock, and all interest, as it matures, on outstanding mortgage bonds; the lessee company also assumed all rentals due by the lessor company.

NEW YORK CENTRAL AND HUDSON RIVER.

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Capital Stock and Funded Debt,

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	894,388	\$89,438,800
Number of stockholders		8,968

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	Jan. 1, 1873	30	p.c.	Jan. and July ..	\$30,000,000 00	\$30,000,000 00
First mort'ge, sterling.	Jan. 1, 1873	30	6	Jan. and July ..	\$3,000,000 00	9,733,333 33
Debenture certificates.	Sept. 1, 1884	20	5	Mar. and Sept. ..	\$10,000,000 00	10,000,000 00
Debenture certificates.	Sept. 1, 1889	15	5	Mar. and Sept. ..	1,000,000 00	1,000,000 00
Debenture certificates.	June 1, 1890	15	4	June and Dec. ...	15,000,000 00	10,894,000 00
New York Central R.R. extended debt cert's.	May 1, 1893	*30	5	May and Nov ..	6,450,000 00	6,450,000 00
Total					\$72,183,333 33	\$68,077,333 33

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$326,688 73	\$91,744,430 19
Bridges	161,898 67	3,095,040 60
Superstructure (including ties), and rails	364,520 44	31,638,450 08
Land, land damages and fences	708,544 81	17,181,450 88
Passenger and freight stations, engine and car houses	812,367 54	15,430,332 61
Engineering expenses	247 79	3,021,092 73
Purchase of constructed road		5,492,709 06
Block signals	104,076 08	104,076 03
Consolidation certificates representing cost of road to this company		31,157,904 00
Total cost of road.....	\$1,938,648 50	\$128,735,086 67
EQUIPMENT.		
Locomotives		\$6,402,188 75
Passenger, mail, baggage and express cars	\$481,868 68	2,368,815 47
Freight and other cars	96,367 28	15,435,891 86
Cars, floats and tugs	63,643 23	583,367 23
Total cost of equipment.....	\$644,868 19	\$24,790,257 81
Grand total cost of road and equipment.....	\$2,583,516 69	\$153,525,344 48

* Extended for 10 years from 1883.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Third track, Spuyten Duyvil to Sing Sing.....	\$227,093 18
Tracks and sidings, sundry points.....	295,484 68
Arch sewer, West Albany yard.....	59,095 85
Bridges and culverts on Canandaigua and Niagara Falls branch.....	109,936 48
New lift-bridges at Harlem river and Spuyten Duyvil.....	66,824 72
Bridges over tracks, East Albany, N. Y. C. & H. R. R. proportion.....	54,930 66
Block signals, Spuyten Duyvil to East Albany.....	104,076 03
New freight and water stations, round-houses, etc.....	312,367 54
Land at various points (net).....	708,844 31

Total construction.....\$1,938,643 50

54 passenger coaches.....	\$308,091 44
45 baggage, mail and composite cars.....	173,837 24
200 platf. rwi cars.....	43,755 70
83 box, stock and horse transportation cars.....	55,101 58
11 grain boats, 2 steam hoisters, 3 iron tugs (net).....	63,642 28

Total equipment.....\$644,368 19

Grand total construction and equipment.....\$2,583,011 69

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$42,628,911 16
Less operating expenses (excluding all taxes).....	29,714,122 22

Net earnings from operation.....\$12,914,788 94

Income from other sources, as follows, viz.:

Rents.....	\$1,889,827 49
Telegraph.....	14,261 24
Interest.....	636,637 86
Miscellaneous.....	308,768 04
	2,849,714 13

Gross income from all sources.....\$15,764,503 07

Deductions from income as follows, viz.:

Interest on funded debt due and accrued.....	\$3,910,771 11
Rentals.....	5,303,708 64
Taxes on property used in operation of road.....	1,424,991 17
Taxes on earnings and capital stock.....	214,368 74
Interest on floating debt, etc.....	77,047 02
Reserve for redemption of 4 per cent debentures.....	800,000 00
	11,230,871 68

Net income from all sources.....\$4,533,631 39

Payments from net income as follows, viz.:

Dividends declared, 5 per cent, on \$39,423,800 common stock.....	4,471,415 00
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Surplus for year ending June 30, 1892.....\$62,216 39

General Income Account.

Surplus for year ending June 30, 1892.....	\$62,216 39
Surplus up to June 30, 1891.....	13,225,026 19
Rebate on New York State tax on earnings 1890 and 1891.....	77,351 28

\$13,365,593 86

Loss in value of Fitchburg Railroad stock sold.....	\$3,506 25
Claims against Wabash, St. Louis and Pacific Railway cancelled....	3,736 85
	6,243 10

Total surplus June 30, 1892.....\$13,359,348 76

DETAILED STATEMENT OF RENTALS.

Rental of Leased Lines.

New York and Harlem Railroad:

Twelve months' interest at 7 per cent on \$12,000,000 consolidated mortgage bonds.....	\$340,000 00
Twelve months' interest at 6 per cent on \$5,000 sinking fund bonds.....	300 00
Dividend of 8 per cent on 20,000 shares of stock (\$50 per share)....	800,000 00
New York State tax on capital stock.....	20,000 00
	\$1,660,300 00

Spuyten Duyvil and Port Morris Railroad:

Dividend of 8 per cent on 9,890 shares of stock.....	\$79,120 00
New York State tax on capital stock.....	1,978 00
	81,098 00

Troy and Greenbush Railroad:

Twelve months' interest at 7 per cent on \$275,000 capital stock.....	\$19,360 00
New York State tax on capital stock.....	480 20
	19,730 20

NEW YORK CENTRAL AND HUDSON RIVER.

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Dunkirk, Allegheny Valley and Pittsburg Railroad:

Twelve months' interest at 7 per cent on \$1,600,000 Dunkirk, Warren and Pittsburg Railway bonds.....	\$112,000 00
Twelve months' interest at 7 per cent on \$1,800,000 Warren and Venango Railroad bonds.....	91,000 00
One and one-half per cent on 18,000 shares of stock.....	19,500 00
Organization expenses.....	500 00
	<hr/>
	\$222,000 00
Less surplus earnings from operation to June 30, 1892	134,787 98

\$87,212 02

West Shore Railroad:

Twelve months' interest at 4 per cent on \$50,000,000 bonds.....	\$2,000,000 00
New York State tax on capital stock.....	14 35

2,000,014 35

New Jersey Junction Railroad:

Twelve months' interest at 4 per cent on \$1,700,000 bonds	68 000 00
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Rome, Watertown and Ogdensburg Railroad:

Cash rental.....	\$15,000 00
Twelve months' interest at 7 per cent on \$500,000 Syracuse Northern bonds	\$35,000 00
Five months' interest at 7 per cent on \$1,021,500 R. W. and O. first mortgage bonds.....	29,798 75
Six months' interest at 7 per cent on \$1,000,000 R. W. and O. second mortgage bonds.....	85,000 00
Twelve months' interest at 6 per cent on \$100,000 Oswego R. R. bridge bonds.....	6,000 00
Twelve months' interest at 6 per cent on \$175,000 Syracuse, Phoenix and Oswego bonds.....	10,500 00
Twelve months' interest at 6 per cent on \$417,800 Watertown and Rome bonds.....	25,068 00
Twelve months' interest at 5 per cent on \$7,056,000 R. W. and O. cons. mortgage bonds.....	352,750 00
Seven months' interest at 5 per cent on \$1,021,000 R. W. and O. cons. mortgage bonds.....	29,779 16
Six months' interest at 5 per cent on \$1,000,000 R. W. and O. cons. mortgage bonds.....	25,000 00
Twelve months' interest at 5 per cent on \$180,000 Norwood and Montreal bonds.....	6,500 00
Twelve months' interest at 5 per cent on \$375,000 R. W. and O. terminal bonds	18,750 00
	<hr/>
	574,140 91
Twelve months' interest on bonds and mortgages on real estate.....	\$1,927 50
Twelve months' rental of equipment under lease.....	21,242 04
New York State tax on capital stock.....	11,546 85
	<hr/>
	34,716 39
Dividend at 5 per cent on \$7,668,100 capital stock....	\$383,405 00
Dividend at 5 per cent on \$300,000 capital stock (seven and a half months).....	9,875 00
Dividend at 5 per cent on \$800,000 capital stock (one and a half months).....	5,000 00
	<hr/>
	397,780 00

Rental of Niagara Falls Branch Railroad:

Twelve months' dividend at 7 per cent on \$350,000 capital stock	\$17,500 00
New York State tax on capital stock.....	437 50

17,937 50

Rental of Oswego and Rome Railroad:

Twelve months' interest at 7 per cent on \$350,000 first mortgage bonds.....	\$34,500 00
Twelve months' interest at 5 per cent on \$400,000 second mortgage bonds.....	20,000 00
New York State tax on capital stock	84 37
	<hr/>
	44,584 37

Rental of Utica and Black River Railroad:

Cash rental.....	\$4,500 00
Twelve months' interest at 4 per cent on \$1,250,000 first mortgage bonds.....	50,000 00
Twelve months' interest at 7 per cent on \$500,000 Black River and Morristown bonds	35,000 00
Twelve months' interest at 7 per cent on \$300,000 Clayton and Theresa bonds	14,000 00
Twelve months' dividend at 7 per cent on \$2,223,000 capital stock	155,610 00
New York State tax on capital stock	3,890 25

263,000 25

Rental of Carthage, Watertown and Sackett's Harbor

Railroad: 87½ per cent of gross earnings for the

year ended June 30, 1892

\$38,956 85

New York State tax on capital stock

182 60

\$39,138 95

\$1,386,298 37

Total rental of leased lines.....

\$5,308,708 64

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$19,571,009 25		
Freight, local.....	7,296,934 86		
		\$36,866,944 11	\$36,866,944 11
Passengers, through.....	\$3,282,117 58		
Passengers, local.....	9,079,256 92		
	\$12,961,374 50		12,961,374 50
Mail	1,396,780 25		1,396,780 25
Express	1,159,553 73		1,159,553 73
<i>Miscellaneous, as follows, viz.:</i>			
Excess, baggage and storage ..	\$114,662 80		
Parcels	21,806 08		
Weehawken Ferry	107,002 32		
Hudson River Bridge.....	14,353 33		
Milk receipts	18,064 07		
Westcott Express Co.....	9,000 00		
	\$44,306 58		\$44,306 58
Total gross earnings	\$15,761,967 05	\$36,866,944 11	\$42,628,911 16

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$1,376,436 96	\$1,498,853 06	\$2,875,290 08
Steel rails laid, 19,211 tons; cost... \$596,194 50			
Repairs of roadbed	212,934 27	230,078 79	443,613 06
Repairs of bridges (including culverts and cattle guards).....	210,597 80	238,147 61	438,745 41
Repairs of stations, shops, docks, etc.....	332,898 37	997,947 08	1,330,835 40
Repairs of fences	71,760 02	77,729 18	149,479 20
Other expenses for maintenance of way and structures	98,210 12	100,977 64	194,187 76
Total	\$3,297,817 54	\$3,134,388 31	\$5,432,160 85

Maintenance of equipment:

Repairs of locomotives.....	\$584,333 05	\$961,473 51	\$1,445,795 56
Repairs of cars	638,517 41	1,816,902 96	2,455,420 37
Repairs of machinery and tools.....	81,687 33	88,494 61	170,181 94
Other expenses for maintenance of equipment.....	248,534 47	209,245 67	517,780 14
Total	\$1,553,062 26	\$3,586,115 75	\$4,069,178 01

Conducting transportation:

Wages of conductors and men	\$667,202 18	\$1,268,147 83	\$1,925,350 01
Wages of engineers and firemen	908,981 71	1,950,186 31	2,854,168 02
Fuel for locomotives	1,181,791 39	1,998,588 86	3,068,530 25
Oil and waste	142,945 69	184,867 84	297,808 53
Water supply	74,408 28	80,608 97	155,017 25
Other train supplies or expenses	69,733 22	183,639 67	253,372 89
Wages of station agents and clerks.....	246,288 44	719,967 07	966,245 51
Wages for labor at stations	357,973 91	1,646,902 14	2,304,876 05
Station supplies.....	37,576 08	75,666 46	113,242 54
Wages of watchmen, flagmen and switchmen.....	306,806 37	555,133 85	861,940 22
Other expenses for conducting transportation.....	437,853 44	2,537,143 52	2,975,036 36
Total	\$4,376,586 71	\$11,828,788 82	\$15,705,369 53

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$396,596 39	\$443,558 23	\$839,155 63
General office expenses and supplies	21,325 22	22,145 65	44,510 87
Stationery and printing	86,050 52	108,858 86	194,908 88
Outside agencies and advertising	251,241 86	688,983 67	940,225 53
Legal expenses	61,226 30	66,388 50	127,554 80
Loss and damage of freight and baggage	5,795 89	284,999 67	290,795 49
Damage to cattle and property	14,053 28	31,702 47	34,755 75
Injuries to persons	204,925 01	145,849 41	350,584 43
Telegraph maintenance and operation	181,625 52	199,428 64	381,054 16
Mileage of cars of other companies (debit balance)	*12,418 45	654,265 70	640,547 25
Other general expenses	206,525 87	334,247 19	640,783 06
Total	\$1,566,056 34	\$2,921,367 49	\$4,487,423 83
Grand total operating expenses	\$2,798,523 85	\$19,320,599 37	\$22,119,123 22

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$128,795,086 67
Cost of equipment	24,790,367 81

Other permanent investments as follows, viz.:

Stock of other companies	\$6,080,056 95	
Bonds of other companies	3,214,284 72	
Special equipment	5,406,464 31	
Advances for construction, etc.	4,568,929 23	19,369,715 81

Current assets as follows, viz.:

Cash on hand	\$1,022,384 86	
Due by agents	2,042,069 98	
Open accounts	5,584,411 51	
Materials and supplies	8,587,591 89	11,806,777 69
		\$184,761,787 43

LIABILITIES.

Capital stock	\$69,428,800 00
Funded debt	68,077,838 83

Current liabilities as follows, viz.:

Interest on funded debt and rentals due and accrued	\$3,660,211 13	
Dividends unpaid	30,549 51	
Audited vouchers and pay-rolls	3,544,998 60	
Open accounts	2,868,018 80	
Past due bonds	4,790 00	
Unclaimed interest	11,089 10	
Dividend payable July 15	1,117,858 75	10,737,605 29
Securities acquired from lessor companies		2,327,300 00
Bonds and mortgages on real estate		848,000 00
Profit and loss (surplus)		13,859,348 75
		\$184,761,787 43

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	910,880	21,302,817	22,213,697
Number of passengers carried one mile	165,806,380	531,223,406	697,029,786
Number of tons of freight carried	15,450,851	5,241,371	20,711,753
Number of tons of freight carried one mile	2,212,089,063	617,004,580	3,860,063,593
Passenger train mileage	8,886,267	4,485,357	13,371,644
Freight train mileage	9,664,106	4,890,076	14,484,181
All other train mileage		13,157,010	13,157,010
Total train mileage	18,550,363	22,463,443	41,012,865

* Credit.

Rental of Carthage, Watertown and Sackett's Harbor

Railroad: 87½ per cent of gross earnings for the

year ended June 30, 1892..... \$36,956 85

New York State tax on capital stock 182 60

\$39,138 95

\$1,386,298 37

Total rental of leased lines..... \$5,308,708 64

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through..... \$19,571,009 25			
Freight, local..... 7,295,934 86			
		\$26,866,944 11	\$26,866,944 11
Passengers, through..... \$3,293,117 56			
Passengers, local..... 9,079,256 92			
	\$12,961,874 50		12,961,874 50
Mail..... 1,396,730 25			1,396,730 25
Express..... 1,159,553 72			1,159,553 72
Miscellaneous, as follows, viz.:			
Excess, baggage and storage..... \$114,662 80			
Parcels..... 21,806 08			
Weehawken Ferry..... 107,002 82			
Hudson River Bridge..... 14,353 38			
Milk receipts..... 18,064 07			
Westcott Express Co..... 9,000 00			
	\$44,308 58		\$44,308 58
Total gross earnings.....	\$15,761,967 05	\$26,866,944 11	\$42,628,911 16

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$1,376,436 96	\$1,496,853 06	\$2,875,290 02
Steel rails laid, 19,211 tons; cost..... \$596,194 50			
Repairs of roadbed.....	212,934 27	230,078 79	443,613 06
Repairs of bridges (including culverts and cattle guards).....	210,597 80	228,147 61	438,745 41
Repairs of stations, shops, docks, etc.....	332,898 37	997,947 08	1,330,895 40
Repairs of fences.....	71,750 02	77,729 18	149,479 20
Other expenses for maintenance of way and structures.....	98,210 12	100,977 64	199,187 76
Total.....	\$2,297,817 54	\$3,134,388 31	\$5,432,156 85

Maintenance of equipment:

Repairs of locomotives.....	\$584,323 05	\$361,473 51	\$1,445,795 56
Repairs of cars.....	638,517 41	1,816,902 96	1,955,420 37
Repairs of machinery and tools.....	81,087 33	88,494 61	170,181 94
Other expenses for maintenance of equipment.....	248,534 47	269,345 67	517,780 14
Total.....	\$1,553,062 26	\$2,536,115 75	\$4,089,178 01

Conducting transportation:

Wages of conductors and men.....	\$667,202 18	\$1,256,147 88	\$1,925,350 01
Wages of engineers and firemen.....	908,981 71	1,950,186 81	2,859,168 52
Fuel for locomotives.....	1,131,791 39	1,936,538 86	3,068,330 25
Oil and waste.....	142,945 69	154,857 84	297,803 53
Water supply.....	74,408 28	80,608 97	155,017 25
Other train supplies or expenses.....	69,733 22	183,639 07	253,372 29
Wages of station agents and clerks.....	246,283 44	719,967 07	966,250 51
Wages for labor at stations.....	357,973 91	1,646,902 14	2,004,876 05
Station supplies.....	37,576 08	75,666 46	113,242 54
Wages of watchmen, flagmen and switchmen.....	306,808 37	585,133 85	891,942 22
Other expenses for conducting transportation.....	437,882 44	2,537,143 82	2,975,026 26
Total.....	\$4,376,586 71	\$11,828,782 82	\$15,705,369 53

Analysis of Gross Earnings and Operating Expenses—(Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$396,505 39	\$448,558 23	\$839,153 62
General office expenses and supplies	21,365 22	23,145 65	44,510 87
Stationery and printing	86,050 52	106,858 36	194,908 88
Outside agencies and advertising	251,241 86	638,968 67	990,220 53
Legal expenses	61,226 80	66,398 50	127,554 80
Loss and damage of freight and baggage	5,795 68	384,999 67	390,795 49
Damage to cattle and property	18,068 25	21,703 47	34,755 75
Injuries to persons	204,985 01	145,849 41	350,834 42
Telegraph maintenance and operation	131,625 52	199,428 64	331,054 16
Mileage of cars of other companies (debit balance)	*13,418 45	654,265 70	640,847 25
Other general expenses	308,585 87	384,247 19	642,783 06
Total	\$1,566,056 84	\$3,921,867 49	\$4,487,438 83
Grand total operating expenses	\$9,798,522 85	\$19,920,599 87	\$29,714,122 22

General Balance Sheet June 30, 1892.

* ASSETS.

Cost of road	\$128,795,036 67
Cost of equipment	24,790,267 81

Other permanent investments as follows, viz.:

Stock of other companies	\$6,080,056 95
Bonds of other companies	3,314,264 72
Special equipment	5,406,464 31
Advances for construction, etc.	4,568,929 38
	19,369,715 81

Current assets as follows, viz.:

Cash on hand	\$1,092,894 86
Due by agents	2,042,089 98
Open accounts	5,334,411 51
Materials and supplies	3,837,891 89
	11,806,777 69
	\$184,761,797 48

LIABILITIES.

Capital stock	\$99,428,300 00
Funded debt	68,077,833 33

Current liabilities as follows, viz.:

Interest on funded debt and rentals due and accrued	\$3,660,211 13
Dividends unpaid	30,649 51
Audited vouchers and pay-rolls	3,544,923 60
Open accounts	2,368,018 80
Fast due bonds	4,790 00
Unclaimed interest	11,089 10
Dividend payable July 15	1,117,853 75
	10,727,605 89
Securities acquired from lessor companies	2,827,200 00
Bonds and mortgages on real estate	342,000 00
Profit and loss (surplus)	13,359,848 76
	\$184,761,797 48

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	910,890	21,302,817	22,213,687
Number of passengers carried one mile	165,806,390	531,232,406	697,038,796
Number of tons of freight carried	15,480,281	5,241,371	20,721,752
Number of tons of freight carried one mile	3,213,029,063	617,004,530	3,830,033,593
Motor train mileage	8,896,267	4,485,367	13,371,644
Light train mileage	9,664,105	4,390,076	14,494,181
Other train mileage		13,157,010	13,157,010
Total train mileage	18,560,372	22,462,443	41,012,895

* Credit.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars . . .	629	224	853	\$5,000	50,000	20	853	853
Second-class passenger cars . . .	53	69	122	2,500	40,000	....	122	122
Baggage, mail and express cars	235	97	332	2,358	37,000	....	332	332
Total	917	390	1,307	....	....	....	1,307	1,307

Box freight cars	21,278	8,508	29,786	\$445	26,500	15	....	....
Stock freight cars	1,166	440	1,606	449	25,000	15	....	....
Coal freight cars	3,416	1,086	4,502	366	20,000	15	....	....
Flat freight cars	2,265	1,412	3,677	353	19,000	15	....	....
Caboose, 4-wheel cars	31	37	68	440	9,000	15	....	....
Caboose, 8-wheel cars	302	94	396	665	16,000	15	....	....
Service cars	109	62	171	711	15,000	15	....	....
Total	28,567	11,639	40,206	....	....	....	7,894	21,016

Westinghouse and New York air brake, and Miller, Janney, Ames, Gould, Dowling, Pooley and Trojan couplers used on cars.

Wharton or split switches only are used in making all renewals.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	4,366.2	4,368.4
Length of new steel rails laid during year in repairs, miles	164.3	164.8
Railroads crossing road at grade	71	71
Railroads crossing road over or under grade	68	91
Highway crossings at grade without protection	1,971	1,998
Highway crossings at grade protected by gates or flagmen	502	507
Highway crossings over or under grade	467	470
Overhead obstructions less than twenty feet above track	452	459

Passenger cars are heated by steam from locomotives, lighted chiefly with gas and ventilated by side deck ventilators.

American Express Company operates over road. Percentage of gross earnings paid to railroad company. National Express Company also operates over road; one and one-half first-class rates paid to railroad company.

Sleeping, parlor and hotel cars run over line of road, owned by Wagner Palace Car Company. The railroad company provides fuel, lights, ice, and lubricating oil, replaces broken glass in windows, doors and ventilators, and keeps outside of cars clean. The Palace Car Company sells its own tickets at its established rates.

The so-called Red line. White line. Blue line, Canada Southern line, Milwaukee and Michigan line, Midland line, Merchant's Despatch Transportation Company, West Shore line, Hoosac Tunnel line, Nickel Plate line, West Shore and Boston line, Southwestern Despatch, and Round Watertown and Ogdensburg line, thirteen in all, operate over the road. Of the above the Merchant's Despatch Transportation Company has its own cars, receiving a commission on the business it contributes, which varies according to circumstances. The railroad company comprising the other lines each contribute from their own equipment certain cars which are lettered as belonging to the various lines, the ownership of such cars remains specific in each railroad company. As to repairs — cars in all the lines are treated by railroad companies in the same manner as ordinary cars belonging to other railroad companies.

The mails are carried at certain rates fixed by Congress per mile per annum, based on average weight carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	851,049	4.11
Grain	3,243,858	15.66
Meats and provisions	628,892	3.04
Live stock	796,556	3.84
Lumber	1,718,537	8.30
Pig and bar iron and steel	593,810	2.87
Iron or other ores	463,975	2.23
Coal and coke	5,258,461	25.38
Petroleum and other oils	377,891	1.82
Manufactures	1,866,391	6.69
All other merchandise	1,774,439	8.56
All other agricultural products	1,716,600	8.29
All other articles not included above	1,983,293	9.38
Total	20,721,752	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	88	28	111
Employees	749	145	895
Others	236	235	461
Total	1,068	409	1,467

EMPLOYEES.

Average number of persons employed (including officials) during the year 26,873
 Aggregate amount of salaries and wages paid them during the year \$16,684,488 79

Officers of the Company.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT ..	Chairman Board Direc ..	Grand Cent. Station, New York city.
CHAUNCEY M. DEPEW	President ..	Grand Cent. Station, New York city.
CHARLES C. CLARKE	First Vice-President	Grand Cent. Station, New York city.
HORACE J. HAYDEN	Second Vice-President	Grand Cent. Station, New York city.
H. WALTER WEBB	Third Vice-President	Grand Cent. Station, New York city.
EDWIN D. WORCESTER	Secretary	Grand Cent. Station, New York city.
EDWARD V. W. ROSSITER ..	Treasurer	Grand Cent. Station, New York city.

Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city.
HORACE J. HAYDEN	N-w York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT ..	New York city.
SAMUEL F. BARGER	New York city.
J. PIERPONT MORGAN	New York city.
CYRUS W. FIELD	New York city.
WILLIAM BLISS	Boston, Mass.
SHERMAN S. JEWETT	Buffalo, N. Y.
ERASTUS CORNING	Albany, N. Y.
GEORGE C. BUELL	Rochester, N. Y.

Title of company, New York Central and Hudson River Railroad Company.
 General offices at Grand Central Station, New York city; principal office at Albany.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, third Wednesday in April
 For information concerning this report address John Carstensen, Comptroller, Grand Central Station, New York city.

NEW YORK CENTRAL, HUDSON RIVER AND FORT ORANGE.

(Date of charter, September 1, 1884.)

This corporation was formed on or about the first day of September, 1884, in pursuance of an act of the Legislature, for the purpose of carrying freight to and from the Fort Orange Paper Company's works, situated near Castleton, Rensselaer county, N. Y. Prior to the first day of September aforesaid the bedway of the New York Central, Hudson River and Fort Orange Railroad Company belonged to the Fort Orange Paper Company, and the New York Central and Hudson River Railroad Company loaned and furnished the ties and rails for a railroad track over the same from their eastern line at a point near Castleton to works of said company under an agreement that in consideration thereof the Fort Orange Paper Company should deliver all their freight to be transported to the New York Central and Hudson River Railroad Company for transportation. The object of the incorporation of the New York Central, Hudson River and Fort Orange Railroad Company was to do business as an independent corporation and to carry all of said freight over its line under contract with the New York Central and Hudson River Railroad Company and the Fort Orange Paper Company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,000	\$10,000	.....
Issued on account of construction	200	2,000	\$2,000

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Grading, masonry and ballast	\$2,000 0
Locomotive	3,000 00
Grand total cost of road and equipment	\$5,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$2,816 34
Less operating expenses (excluding all taxes)	2,417 88
Gross income from all sources	\$398 76
Taxes on property used in operation of road	\$5 80
Taxes on earnings and capital stock	14 08
	19 88
Surplus for year ending June 30, 1892	\$378 88

Analysis of Gross Earnings and Operating Expenses.

Freight, all local	\$1,296 48
Miscellaneous	1,519 86
Total gross earnings	\$2,816 34

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track and roadbed, bridges (including culverts and cattle guards), stations, shops, docks, etc., and fences and other expenses for maintenance of way and structures.	\$75 64
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Maintenance of equipment :

Repairs of locomotives, cars, machinery, tools and other expenses for maintenance of equipment	193 94
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Conducting transportation :

Wages of engineers and firemen	\$1,248 0
Fuel for locomotives	630 7.
Oil and waste	50 0
Water supply	36 0
Other train supplies or expenses	83 2

Total	\$2,048 0
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NEW YORK CENTRAL, HUDSON RIVER AND FORT ORANGE. 393

<i>General expenses :</i>	
General office expenses and supplies.....	\$100 00
Grand total operating expenses.....	\$2,417 58

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$2,000 00
Cost of equipment	3,000 00
<i>Other permanent investments, as follows, viz.:</i>	
Capital stock subscribed and not paid in.....	8,000 00
<i>Current assets as follows, viz.:</i>	
Open accounts	648 46
	\$13,648 46
LIABILITIES.	
Capital stock	\$10,000 00
<i>Current liabilities as follows, viz.:</i>	
Open accounts	3,000 00
Profit and loss (surplus)	648 46
	\$13,648 46

Description of Road and Equipment.

TRACK.	
Main line laid from Castleton to Fort Orange Paper Company's mills, Schodack, N. Y., single track	3,168

EQUIPMENT.	Feet owned, all in N. Y. State.			
	Number owned.	Number leased.	Average cost of each.	Maximum weight of each in lbs.
Locomotive, 6 drivers	1	.....	\$3,000	67,900
First-class passenger car .....	.....	1	.....	.....

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	1

Officers of the Company.

Name.	Title.	Official Address.
C. C. WOOLWORTH.....	President.....	Castleton, N. Y.
C. P. WOOLWORTH.....	Vice-President	Castleton, N. Y.
C. C. WOOLWORTH, JR.....	Secretary	Castleton, N. Y.
J. S. GRAHAM.....	Treasurer	Castleton, N. Y.

Directors of the Company.

Name.	Residence.
C. C. WOOLWORTH.....	Albany, N. Y.
J. S. GRAHAM	New York city.
FRANK D. KINE.....	New York city.
S. B. WOOLWORTH.....	New York city.
C. C. WOOLWORTH, JR.....	Albany, N. Y.
W. H. BUNCE	Jersey City, N. J.
CARROL TILTON.....	New York city.
H. E. JONES	New York city.
J. HENRY FINCH.....	New York city.
JOHN C. WHITEFORD	Chicago, Ill.
C. P. WOOLWORTH.....	Castleton, N. Y.
G. F. JENES	Castleton, N. Y.

Title of company, New York Central, Hudson River and Fort Orange Railroad Company.

General offices at Castleton, Rennselaer county, N. Y.

Date of close of fiscal year, January 1.

For information concerning this report, address Calvin C. Woolworth, President.

REPORT OF THE RAILROAD COMMISSIONERS.

NEW YORK CENTRAL NIAGARA RIVER.

LESSOR.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, March 26, 1877.)

This company was organized to construct and extend and operate a railroad already constructed between the New York Central and Hudson River Railroad and the Niagara river, in the towns of Wheatfield and Tonawanda, in the counties of Niagara and Erie, and around Tonawanda or White's island, in the Niagara river, with branch lines or track connecting with the New York Central and Hudson River Railroad tracks, and also extending on to docks and piers connecting with said river; and that portion of the tracks now constructed are being operated by the New York Central and Hudson River Railroad Company, and that company will include in its reports all other items not stated in this.

Capital Stock.

	COMMON.	
	Number of shares.	Par value.
Authorized by law or charter.....	1,500	\$150,000
Issued on account of construction and now outstanding.....	281	28,100

Number of stockholders..... 25

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast.....	\$8,430 00
Superstructure (including ties) and rails.....	13,825 55
Land, land damages and fences.....	5,680 00
Engineering expenses.....	223 45
Total cost of road.....	\$28,100 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$28,100 00
LIABILITIES.	
Capital stock.....	28,100 00

Officers of the Company.

Name.	Title.	Official Address.
JAMES TILLINGHAST.....	President.....	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
J. TILLINGHAST.....	Buffalo, N. Y.
C. VANDERBILT.....	New York city.
S. F. BARGER.....	New York city.
C. M. DAPPEL.....	New York city.
E. D. WORCESTER.....	New York city.
W. H. GRIMES.....	Buffalo, N. Y.
J. W. TILLINGHAST.....	Buffalo, N. Y.
F. D. STONE.....	Buffalo, N. Y.
C. C. CLARKE.....	New York city.

Title of company, New York Central Niagara River Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address James Tillinghast, President.

NEW YORK, CHICAGO AND ST. LOUIS.

(Date of consolidation September 27, 1887.)

This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company organized under the laws of New York, Pennsylvania, Ohio, Indiana and Illinois and composed of constituent companies in said several States. Its construction was completed in 1883 and was open for traffic October 23, 1883. By reason of the foreclosures of mortgages upon its railway, it was sold in May, 1887. Companies incorporated under the laws of the five States above named, respectively, bought from the purchasers the proportions in their respective states. These companies are as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with the Secretary of State June 22, 1887. The Erie and State Line Railroad Company of Pennsylvania, The Cleveland and State Railroad Company of Ohio, The Fort Wayne and Illinois Railroad Company of Indiana and the Chicago and State Line Railroad Company of Illinois. All were organized under the general railroad laws of the several states. The constituent companies in New York and Pennsylvania were consolidated by agreement dated July 17, 1887 and filed with the Secretary of State of New York August 15, 1887. The name of the consolidated company was the New York, Chicago and St. Louis Railroad Company. The above-named consolidated company was further consolidated with the constituent companies in Ohio and Indiana by an agreement filed with the Secretary of State of New York, September 27, 1887. The Chicago and State Line Railroad Company leased its railroad to the Fort Wayne and Illinois Railroad Company by lease dated September 20, 1887 and by virtue of the agreement of consolidation this company is now the lessee of that railroad. The lease was made by authority of chapter 114, section 84 of the Revised Statutes of Illinois and section 3973 of the Revised Statutes of Indiana. All of the consolidations were effected under the general laws of the several states.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		PREFERRED.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter, issued for reorganization and now outstanding.....	140,000	\$14,000,000	*160,000	\$16,000,000	†

Grand total of common and preferred stock now outstanding \$30,000,000
 Number of stockholders..... 658

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds..	Oct. 1, 1887	50	p.c. 4	April and Oct.	\$20,000,000	\$19,575,000	‡

* Fifty thousand shares first preferred; 110,000 second preferred.

† The reorganization agreement provided that each holder of stock in the New York, Chicago and St. Louis Railway Company should pay to the purchasing committee ten per cent upon the par value of stock held by him, and should receive the amount of such payment in first preferred stock of this company; that holders of preferred stock in the old company should receive one-half the amount of their stock in new second preferred stock, and holders of common stock one-half the amount of their stock in common stock of this company.

‡ All of the bonds were issued to the purchasing committee under the reorganization scheme.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Land damages .....	.....	+\$965 17
Passenger and freight stations .....	.....	55,799 45
* Cost of road October 1, 1887.....	+\$155,940 73	46,029,539 57
Total cost of road.....	+\$155,940 73	\$46,084,634 85
EQUIPMENT.		
Locomotives .....	.....	\$28,323 00
Freight and other cars .....	.....	144,430 50
* Cost of equipment October 1, 1887.....	.....	8,443,968 00
Total cost of equipment .....	.....	\$3,616,721 50
Grand total cost of road and equipment.....	+\$155,940 73	\$49,701,356 35

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$6,297,862 35
Less operating expenses (excluding all taxes).....		5,070,637 95
Net earnings from operation		\$1,226,734 40
<i>Income from other sources, as follows, viz.:</i>		
Interest on deposits	\$10,895 59	
Interest on bonds of the Chicago and Erie Railroad Company.....	1,360 00	
		12,255 59
Gross income from all sources		\$1,238,979 99
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$778,300 00	
Rentals	91,216 82	
Taxes on property used in operation of road.....	156,874 22	
		1,026,391 04
Net income from all sources.....		\$212,588 95
<i>Payments from net income as follows, viz.:</i>		
Dividends declared, 3 per cent on \$5,000,000 first preferred stock...	\$150,000 00	
Sinking fund contribution.....	99,940 50	
		249,940 50
Deficit for year ending June 30, 1892.....		\$87,351 55

General Income Account.

Deficit for year ending June 30, 1892	\$87,351 55	
Surplus up to June 30, 1891.....	196,774 05	
		\$159,422 50
Add discount on bonds of this company's issue purchased under the sinking fund provisions of the first mortgage.....		6,069 50
Premiums from sale of first mortgage bonds of the Chicago and Erie Railroad Company.....		287 50
Total surplus June 30, 1892		\$165,769 50

DETAILED STATEMENT OF RENTALS.

Rental of terminal facilities.....	\$91,216 82
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* The date this company acquired the property.

+ Credit.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$4,451,365 61		
Freight, local.....	1,372,516 18		
		\$5,823,881 74	\$5,823,881 74
Passengers, through.....	\$159,073 67		
Passengers, local.....	209,047 46		
	\$428,121 13		428,121 13
Mail.....	26,709 59		26,709 59
Express.....	11,475 56		11,475 56
Miscellaneous.....	1,897 43	6,276 90	8,174 33
Total gross earnings.....	\$467,203 71	\$5,830,158 64	\$6,297,362 35

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$48,148 46	\$483,336 18	\$481,484 64
Steel rails laid.....	4,051 92	36,467 30	40,519 22
Iron rails laid.....	24 76	223 80	247 56
Repairs of bridges (including culverts and cattle guards).....	9,098 76	81,898 98	90,997 74
Repairs of stations, shops, docks, etc.....	9,623 99	33,618 15	43,242 11
Repairs of fences.....	1,926 95	17,333 56	19,260 51
Other expenses for maintenance of way and structures.....	4,793 06	43,137 54	47,930 60
Total.....	\$77,666 96	\$645,999 41	\$723,666 27

Maintenance of equipment:

Repairs of locomotives.....	\$10,627 42	\$179,475 19	\$190,102 61
Repairs of cars.....	27,471 42	402,073 71	429,545 13
Repairs of machinery and tools.....	1,796 96	16,173 70	17,969 66
Other expenses for maintenance of equipment.....	6,367 65	57,308 90	63,676 55
Total.....	\$46,263 45	\$655,030 50	\$701,293 95

Conducting transportation:

Wages of conductors and men.....	\$30,365 55	\$329,063 95	\$369,428 50
Wages of engineers and firemen.....	31,358 51	388,912 73	420,271 24
Fuel for locomotives.....	25,636 17	468,890 68	494,526 85
Oil and waste.....	2,695 92	38,810 63	41,506 55
Water supply.....	3,717 61	33,458 52	37,176 13
Other train supplies or expenses.....	5,091 54	15,573 15	20,664 69
Wages of station agents and clerks.....	47,799 71	219,479 88	267,279 54
Wages for labor at stations.....	5,419 15	367,844 20	373,263 35
Station supplies.....	2,971 55	13,556 62	16,528 17
Wages of watchmen, flagmen and switchmen.....	13,409 41	245,325 12	258,734 53
Other expenses for conducting transportation.....	12,509 48	207,962 42	220,471 90
Total.....	\$180,373 60	\$2,338,896 80	\$2,519,270 40

General expenses:

Salaries of general officers and clerks.....	\$17,319 67	\$129,580 38	\$146,900 05
General office expenses and supplies.....	273 94	3,492 60	3,766 44
Stationery and printing.....	5,073 23	41,433 99	46,507 22
Outside agencies and advertising.....	27,638 02	226,001 82	253,639 84
Legal expenses.....	2,677 12	28,919 45	31,596 57
Loss and damage of freight and baggage.....	84 61	27,248 37	27,332 98
Damage to cattle and property.....	228 24	5,426 26	5,654 50
Injuries to persons.....	13,293 33	34,705 47	47,998 80
Telegraph maintenance and operation.....	17,164 39	88,740 59	105,904 98
Mileage of cars of other companies (debit balance).....	2,736 61	439,140 68	441,877 29
Other general expenses.....	1,559 13	14,032 17	15,591 30
Total.....	\$88,196 25	\$1,037,710 98	\$1,125,907 23
Grand total operating expenses.....	\$268,000 26	\$4,677,637 69	\$5,070,637 95

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$46,084,634 85
Cost of equipment.....	3,616,721 50

Other permanent investments, as follows, viz.:

Stock of other companies	\$10,000 00
First mortgage bonds of this company on hand.....	144,000 00
	154,000 00

Current assets, as follows, viz.:

Cash on hand and on deposit	\$368,351 10
Bills receivable	1,806 52
Due by agents	245,588 04
Open accounts.....	378,045 65
Materials and supplies.....	370,851 45
Sundries.....	15,175 58
	1,369,797 34
	\$51,225,153 69

LIABILITIES.

Capital stock.....	\$30,000,000 00
Funded debt.....	19,575,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$301,690 00
Audited vouchers and pay-rolls.....	753,108 73
Open accounts.....	125,947 61
	1,080,741 34
Sinking fund account	308,643 85
Profit and loss (surplus).....	165,799 50
	\$51,225,153 69

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	81,545	473,650	555,195
Number of passengers carried one mile.....	11,418,043	15,620,261	27,038,303
Number of tons of freight carried.....	2,340,805	1,105,142	3,445,947
Number of tons of freight carried one mile.....	851,437,717	234,055,575	1,085,493,292
Passenger train mileage.....		479,099	479,099
Freight train mileage	4,132,639	396,278	4,528,917
All other train mileage.....		1,581,158	1,581,158
Total train mileage.....	4,132,639	2,458,505	6,591,134

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$467,303 71	\$393,000 26	\$74,303 45
Average per passenger carried	8415	7078	1336
Average per passenger per mile	0172	0145	0027
Average per passenger train per mile.....	9753	8304	1549
Freight earnings and expenses (including miscellaneous earnings)	5,830,158 64	4,677,637 69	1,152,520 95
Average per ton of freight carried.....	1 692	1 357	335
Average per ton of freight per mile.....	00537	00431	00106
Average per freight train per mile.....	1 287	1 032	255

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	1.193	1.697	1.523
Average rate received per mile for carrying passengers, second class	1.711	1.874	1.786
Average rate received per mile for carrying passengers, all classes	1.393	1.722	1.533
Average rate received per mile per ton for carrying freight, all classes .....	.523	.536	.537

Description of Road and Equipment.

TRACK.	MILES OWNED.		*MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Buffalo, N. Y., to boundary line between the States of Indiana and Illinois, single track	68.07	502.56	.....	.....	68.07	502.56
Other roads, single track .....	.....	.....	1.60	30.46	1.60	30.46
Second track on main line .....	.....	6.24	.....	.....	.....	6.24
Second track branches, or other roads .....	.....	.....	.....	1.31	.....	1.31
Total second track .....	.....	6.24	.....	1.31	.....	7.55
Sidings and turnouts on main line	22.21	173.03	.....	.....	22.21	173.03
Sidings and turnouts on branches or other roads .....	.....	.....	.....	18.13	.....	18.13
Total sidings and turnouts	22.21	173.03	.....	18.13	22.21	191.16
Grand total of tracks, sidings and turnouts ..	90.28	681.83	1.60	39.90	91.88	721.73
Laid with steel rail, main line	68.07	502.56	.....	.....	68.07	502.56
Laid with steel rail, other roads .....	.....	.....	1.60	30.46	1.60	30.46

Weight of rails per yard — steel, maximum, 65 lbs., minimum, 56 lbs.; gauge of track 4 feet 8 $\frac{1}{4}$ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
New York, Lake Erie and Western Railroad	In Buffalo .....	.....	1.60	1.60	+	.....	1.60
Lake shore and Michigan Southern Railroad	Grand Crossing, Ill.	Chicago, Ill. ....	.....	8.90	+	.....	8.90
The Chic. & State Line R. R.	The boundary line between the State of Indiana and Ill. ....	.....	.....	9.96	Leased	1.31	11.27

* Including track of other roads used.

+ Trackage rights.

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges	12	2,649	40	18,823
Wooden bridges	2	70	9	855
Iron trestles	2	1,282	13	12,454
Wooden trestles	34	7,157	370	14,916
Total	48	9,876	387	46,848

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	60	\$7,906 94	107,400	10	56	.....
Locomotives, 4 drivers	78	5,147 87	119,300	10	53	.....
Total	138	.....	.....	.....	109	.....
First-class passenger cars	25	\$4,796 86	49,700	10	25	25
Second-class passenger cars	10	3,942 63	48,600	10	10	10
Baggage, mail and express cars	14	3,050 05	60,400	10	14	14
Total	49	.....	.....	.....	49	49
Refrigerator cars	150	\$963 86	25,300	8	150	150
Box freight cars	4,706	328 21	23,500	8	.....	373
Stock freight cars	630	321 00	23,000	8	.....	306
Coal freight cars	237	238 00	18,500	8	.....	.....
Flat freight cars	1,044	273 00	17,500	8	.....	.....
Caboose, 8-wheel cars	76	585 40	27,500	8	.....	.....
Service cars	5	812 00	26,000	8	.....	.....
Total	6,898	.....	.....	.....	150	1,331

Passenger cars equipped with Westinghouse automatic air brake and Miller coupler; freight cars with Janney coupler and link and pin.
Split and stub switches both used on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph operated by company, miles	68.15	512.60
Length of steel rails laid during year in repairs, miles .....	.....	46.47
Railroads crossing road at grade	5	45
Railroads crossing road over or under grade	1	10
Highway crossings at grade without protection	22	442
Highway crossings at grade protected by gates or flagmen	10	90
Highway crossings over or under grade	7	69
Overhead obstructions less than twenty feet above track	1	20

Passenger cars are heated by Johnston heater and Erie steam heater in New York State lighted by Hicks and Smith lamp with 800° oil and ventilated by deck and doors.

National Express company operates on this line. Terms: On tonnage between Cleveland and Chicago at the rate of six cents per ton per mile and on tonnage between Cleveland and Buffalo \$200 per month.

Transportation lines running over this road, are as follows: Lackawanna, Nickel Plate, Interstate Despatch, Traders' Despatch, South-west Despatch and White Line Central Trans Company. All are co-operative lines owned by the companies over whose roads they run.

The yearly compensation allowed this company for transportation of United States mails \$25,819.60.

NEW YORK, CHICAGO AND ST. LOUIS.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	119,104	3.46
Grain.....	557,325	16.17
Meats and provisions.....	229,430	6.66
Live stock.....	378,431	10.98
Lumber.....	279,233	8.10
Pig and bar iron and steel.....	102,133	2.97
Iron or other ores.....	214,475	6.22
Coal and coke.....	508,421	14.75
Petroleum and other oils.....	120,104	3.49
Manufactures.....	405,429	11.77
All other merchandise.....	113,541	3.29
All other agricultural products.....	336,199	9.76
All other articles not included above.....	82,123	2.38
Total.....	3,445,947	100

NUMBER OF ACCIDENTS.	Injured.	Killed.	Total.
Employees.....	37	1	37
Others, not passengers.....	2	1	3
Total.....	39	2	41

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 4,069
 Aggregate amount of salaries and wages paid them during the year..... \$2,604,464 51

Officers of the Company.

Name.	Title.	Official Address.
WM. K. VANDERBILT.....	Chairman of the Board.....	New York city.
D. W. CALDWELL.....	President.....	Cleveland, Ohio.
ALLYN COX.....	Secretary and Treasurer.....	New York city.
H. HAMMERSLEY.....	Assistant Treasurer.....	Cleveland, Ohio.
JAMES P. CURRY.....	Auditor.....	Cleveland, Ohio.
SAMUEL E. WILLIAMSON.....	General Counsel.....	Cleveland, Ohio.
LEWIS WILLIAMS.....	General Superintendent.....	Cleveland, Ohio.
G. B. SPRIGGS.....	General Freight Agent.....	Cleveland, Ohio.
B. F. HORNER.....	General Passenger Agent.....	Cleveland, Ohio.
JOHN MACKENZIE.....	Superintendent of Motive Power.....	Cleveland, Ohio.

Directors of the Company.

Name.	Residence.
WM. K. VANDERBILT.....	Oakdale, Long Island, N. Y.
CORNELIUS VANDERBILT.....	New York city.
FRED W. VANDERBILT.....	New York city.
H. McK. TWOMBLY.....	New York city.
JNO S. KENNEDY.....	New York city.
JAS. A. ROOSEVELT.....	New York city.
CHAUNCEY M. DEFEW.....	New York city.
FRED P. OLOTT.....	New York city.
ALLYN COX.....	Yonkers, N. Y.
D. W. CALDWELL.....	Cleveland, Ohio.
SAMUEL E. WILLIAMSON.....	Cleveland, Ohio.
RALPH W. HICKOX.....	Cleveland, Ohio.
CHAR. M. REED.....	Erie, Pa.

Title of company, The New York, Chicago and St. Louis Railway Company.
 General offices at Cleveland, Ohio.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, first Wednesday in May.
 For information concerning this report address James P. Curry, Auditor.

NEW YORK AND CONEY ISLAND.

LESSOR.

LESSEE — PROSPECT PARK AND CONEY ISLAND.

(Date of charter, February 5, 1879.)

This company was organized under the General Railroad Law of April 2, 1880, and the several acts amendatory thereof and supplemental thereto. The articles of association were filed in the office of the Secretary of State February 5, 1879.

The railroad of this company was constructed and opened for business in the spring of the year 1879, and was leased to the Prospect Park and Coney Island Railroad Company on the 1st day of July, 1879, for ninety-five years, under the authority of chapter 218, Laws of 1880, and chapter 249, Laws of 1880.

Capital Stock.

	COMMON STOCK.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$100,000

Number of stockholders..... 8

Cost of Road and Equipment.

Road.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$5,296 70
Bridges.....		11,053 85
Superstructure (including ties)		15,008 66
Rails.....		12,686 63
Land.....		4,229 99
Land damages.....		2,868 52
Fences.....		8,793 75
Shops, machinery and tools.....		3,048 39
Telegraph line.....		282 97
Docks and wharves		7,863 37
Total cost of road.....		\$70,677 83
EQUIPMENT.		
Locomotives.....		\$10,670 00
Passenger cars		18,671 19
Total cost of equipment.....		\$29,341 19
Grand total cost of road and equipment		\$100,019 02

Income Account for Year Ending June 30, 1892.

<i>Income from all sources as follows, viz.:</i>	
Rent from Prospect Park and Coney Island Railroad Company, under lease.....	\$10,000 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$70,677
Cost of equipment.....	29,341
<i>Current assets as follows, viz.:</i>	
Sundries: Cash on loan with the Prospect Park and Coney Island R. R. Co	954
	\$100,968
LIABILITIES.	
Capital stock.....	\$100,000
Profit and loss (surplus).....	968
	\$100,968

Officers of the Company.

Name.	Title.	Official Address.
ANDREW R. CULVER.....	President.....	4 and 5 Court square, Brooklyn.
ALLEN C. WASHINGTON.....	Treasurer.....	4 and 5 Court square, Brooklyn.
LYNDELL STACEY.....	Secretary.....	4 and 5 Court square, Brooklyn.
ALBERT B. BIERCK.....	Auditor.....	4 and 5 Court square, Brooklyn.
RICHARD SCHERMEKHORN.....	Superintendent.....	Ninth avenue and Twentieth street, New York city.

Directors of the Company.

Name.	Residence.
ANDREW R. CULVER.....	Brooklyn, N. Y.
ALLEN C. WASHINGTON.....	New York city.
AUSTIN CORBIN.....	New York city.
SIDNEY WEBSTER.....	New York city.
FRALEY C. NIEBUHR.....	Brooklyn, N. Y.
THEODORE E. MOORE.....	New York city.
LYNDELL STACEY.....	Brooklyn, N. Y.

Title of company, New York and Coney Island Railroad Company.

General offices at 4 and 5 Court square, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in September.

For information concerning this report address Andrew R. Culver, President.

NEW YORK AND HARLEM.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(See report under Surface Street Railroads, post.)

NEW YORK, LACKAWANNA AND WESTERN.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, August 24, 1890.)

Organized under General Railroad Law. Opened in 1861 for sixty miles; completed in 1882. Operated by the Delaware, Lackawanna and Western Railroad Company under lease dated October 2, 1882, continuing during charter; consideration being five per cent per annum, payable quarterly, on the stock and interest on the bonds.

Advances made by lessee for construction purposes repaid in either stock or bonds. Operations are included in the lessee's report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	100,000	\$10,000,000
Issued for actual cash.....	505	\$50,500
Issued on account of construction.....	99,495	9,949,500
Total now outstanding.....	100,000	\$10,000,000

Number of stockholders.....

REPORT OF THE RAILROAD COMMISSIONERS.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*First mortgage	Dec. 31, 1880	40	p. c.	Jan. and July	\$12,000,000	\$12,000,000
+Construction mortgage	Aug. 1, 1883	40	5	Feb. and Aug.	5,000,000	5,000,000
+Terminal improvement mort... ..	May 1, 1890	33	4	May and Nov.	5,000,000	4,350,000
Total					\$22,000,000	\$21,350,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, and ballast.....	\$27,219 33	\$9,581,602 22
Bridges		1,338,341 54
Superstructure (including ties) and rails	4,968 09	6,260,019 29
Land	52,209 37	
Land damages	8,545 00	5,887,683 04
Fences	400 12	
Passenger and freight stations	13,635 35	580,043 52
Engine and car houses, shops, machinery and tools	5,268 47	416,621 06
Fuel and water stations	4,728 35	16,937 26
Engineering expenses		144,145 35
Interest and discount charged to construction		306,197 90
Telegraph line		5,113 05
Wharfing		622,909 41
Coal and cattle yards		187,227 22
Coal trestles	1,133 92	406,780 09
Elevators (enlarging)	36,500 00	36,500 00
Total cost of road	\$154,086 00	\$26,301,279 91
EQUIPMENT.		
Locomotives	\$68,875 25	\$1,319,245 95
Passenger cars		134,536 61
Mail, baggage and express cars	81,809 00	79,185 00
Freight and other cars	1,412,966 11	4,206,614 12
Total cost of equipment	\$1,513,680 36	\$5,741,581 70
Grand total cost of road and equipment	\$1,668,306 36	\$32,042,861 61

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New sidings and switches	\$33,636 61
Filling trestle, Black Rock	3,332 72
New signal, Nichols	4,968 09
Land	52,209 37
Land damages	8,545 00
New crossing gate, Waverly	400 12
New trainmen's building, Elmira	13,038 81
New freight house, Greigsville	595 54
New transfer table and carpenter shop, East Buffalo	3,369 47
New machinery at drawbridge, Ohio street	1,390 00
Water supply station and cranes	4,728 35
New retail coal trestles, Waverly and Corning	1,133 92
Enlarging elevator, Buffalo	36,500 00
Seven new locomotives	\$68,875 25
Twelve new mail, baggage and express cars	81,809 00
Two thousand six hundred and seventy-nine new freight cars	1,467,780 71
	\$1,568,464 95
Less 127 freight cars torn down and charged off	54,784 60
	1,513,680 36
	\$1,668,306 36

* Issued and delivered at par for building the road. + Issued to lessee at par for advances made

NEW YORK, LACKAWANNA AND WESTERN.

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Income Account for Year Ending June 30, 1892.

Income from all other sources, as follows, viz.:

Rental paid by lessee directly to stock and bondholders:	
Twelve months' interest on stock	\$500,000 00
Twelve months' interest on first mortgage bonds	780,000 00
Twelve months' interest on construction mortgage bonds	250,000 00
Twelve months' interest on terminal improvement bonds	144,000 00
	<u>\$1,614,000 00</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$38,301,279 91
Cost of equipment	5,741,581 70
	<u>\$38,042,861 61</u>
LIABILITIES.	
Capital stock	\$10,000,000 00
Funded debt	21,850,000 00
<i>Current liabilities, as follows, viz.:</i>	
Due lessee for advances	692,861 61
	<u>\$38,042,861 61</u>

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN	President	26 Exchange place, New York city.
FREDERICK H. GIBBENS	Vice-President	26 Exchange place, New York city.
FRED F. CHAMBERS	Secretary	26 Exchange place, New York city.
ARTHUR D. CHAMBERS	Treasurer	26 Exchange place, New York city.
WILLIAM F. HALLSTRAED	General Manager ..	Scranton, Pa.
F. A. SEABERT	Superintendent	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL SLOAN	New York city.
JOHN I. BLAIR	Blairtown, N. J.
PERCY R. PYNE	New York city.
GEORGE BLISS	New York city.
FREDERICK H. GIBBENS	New York city.
HENRY D. POLHEMUS	Brooklyn, N. Y.
EUGENE HIGGINS	New York city.
WILLIAM F. HALLSTRAED	Scranton, Pa.
WILLIAM R. STORRS	Scranton, Pa.
M. TAYLOR PYNE	New York city.
WILSON G. HUNT	New York city.
SAMUEL SLOAN, JR	New York city.

Title of company, New York, Lackawanna and Western Railway Company.

General offices at Binghamton, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, Tuesday preceding last Friday in February.

For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, April 27, 1878.)

The New York, Lake Erie and Western Railroad Company was organized in pursuance of the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, and the act amending the same, passed June 2, 1876.

The reorganization took place upon the purchase under foreclosure and sale on the 24th of April, 1878, of the property and franchises of the Erie Railway Company.

Its certificate of incorporation was filed April 27, 1878.

Among the property and franchises to which this company succeeded, upon such foreclosure and sale, are the various railroad leaseholds originally demised to the Erie Railway Company, and whose terms were unexpired at the time of such foreclosure and sale.

These are enumerated in the list of leased lines in the accompanying report.

In addition, this company has, since its organization, acquired by lease the following railroads, which are now operated by it, under and in pursuance of the General Railroad Laws of the State of New York, namely:

REPORT OF THE RAILROAD COMMISSIONERS.

1. The Lockport and Buffalo railroad, under lease made September 15, 1880, for the unexpired term of the charter of that company, was leased to the Suspension Bridge and Erie Junction Railroad Company, of which the New York, Lake Erie and Western Company is the lessee, as successor to the Erie Railway Company, and is the guarantor of the money covenants in the said lease.
2. The Buffalo and Southwestern railroad, under lease made August 1, 1880, for the unexpired term of the charter of that company.
3. The Middletown and Crawford railroad, under lease made January 30, 1883, for the term of ninety-nine years from its date.
4. The New York, Pennsylvania and Ohio railroad, under lease made April 30, 1883, for the term of ninety-nine years from the first of May, 1883.
5. The New York, Lake Erie and Western Coal and Railroad Company, under lease made August 15, 1890, for the term of thirty-five years from July 1, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

The capital stock of this company, fixed by its certificate of incorporation, is as follows, viz.:

Common stock	\$78,000,000 00
Preferred stock	8,536,900 00
	<u>\$86,536,900 00</u>

Under its plan of organization forming part of its certificate of incorporation, the capital stock of this company was to be issued in exchange at par for stock of the Erie Railway Company upon the payment of certain specified assessments. These assessments have been paid upon the following amount of stock:

Common stock	\$77,083,800 00
Preferred stock	8,156,700 00
	<u>\$85,240,500 00</u>

Of this there has been issued in exchange for stock of the Erie Railway Company:

Common stock	\$76,927,000 00
Preferred stock	8,156,400 00
	<u>\$85,083,400 00</u>

There is still held awaiting such exchange:

Common stock	\$156,800 00
Preferred stock	800 00
	<u>157,100 00</u>

Stock issued pursuant to its articles of incorporation:

Common stock	\$800,000 00
Preferred stock	880,200 00
	<u>880,200 00</u>

Stock unissued and held for disposition pursuant to its articles of incorporation:

Common stock	416,200 00
	<u>\$86,536,900 00</u>

FUNDED DEBT.

This company owns and now holds the road and franchises of the Erie Railway Company, subject to mortgages, as follows, viz.:

First mortgage bonds, mature May 1, 1897	\$2,482,000 00
Second mortgage bonds, mature September 1, 1919	2,142,000 00
Third mortgage bonds, mature March 1, 1923	4,617,000 00
Fourth mortgage bonds, mature October 1, 1920	2,926,000 00
Fifth mortgage bonds, mature June 1, 1923	709,500 00
Buffalo branch mortgage bonds, mature July 1, 1921	182,600 00
Consolidated mortgage bonds, mature September 1, 1920	16,591,000 00
	<u>\$29,657,100 00</u>

Which mortgage debts are included in this statement of its funded debt for reasons which appear above. Pursuant to its certificate of incorporation, this company has created a funded debt, as follows, viz.:

First consolidated funded coupon bonds, mature September 1, 1920	\$3,705,977 10
Second consolidated mortgage bonds, mature December 1, 1909	25,000,000 00
Second consolidated funded coupon bonds, mature December 1, 1909	8,597,400 00
Reorganization first lien bonds, mature December 1, 1908	2,500,000 00
Collateral trust bonds, mature November 1, 1922	\$5,000,000 00
Less amount redeemed	1,656,000 00
	<u>3,844,000 00</u>
Income bonds, mature June 1, 1977	508,008 00
Funded coupon bonds of 1885, mature December 1, 1909	4,081,400 00
	<u>47,686,785 10</u>
Total	<u>\$77,643,885 10</u>

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$117,730 79	\$1,235,666 09
Bridges	126,304 68	348,097 44
Superstructure (including ties)	59,008 09	.....
Rails	19,263 91	1,752,100 21
Land and land damages	12,968 05	689,323 27
Fences	7,163 87	336,856 04
Passenger and freight stations	154,139 53	394,449 06
Engine and car houses, shops, machinery and tools	14,185 07	318,551 86
Engineering expenses .....	.....	38,298 34
Improvements at East Buffalo .....	.....	329,745 15
Telegraph line	6,940 25	47,601 08
Wharfing	55,521 70	121,396 53
Incidentals .....	.....	41,971 61
Second track .....	.....	1,997,122 81
Water transportation, New York harbor .....	.....	277,283 57
Elevator, Buffalo .....	.....	304,142 87
Coal pockets, Buffalo .....	.....	48,243 12
Narrowing gauge of road .....	.....	57,572 71
Lehigh docks, Buffalo .....	.....	260,908 95
Erie coal docks, Buffalo .....	.....	254,762 87
Third rail taken up .....	.....	17,791 56
Third rail .....	.....	931,132 83
Mortgage on real estate assigned to trustee .....	.....	144,500 00
Estate of the Erie Railway Company	40,463 88	145,375,017 70
Total cost of road	\$613,683 75	\$155,857,682 53
EQUIPMENT.		
Locomotives	\$448,062 50	\$1,804,553 32
Passenger cars	56,574 57	700,358 53
Freight and other cars .....	.....	3,124,076 69
Narrowing gauge of cars and locomotives .....	.....	1,252,142 19
Total cost of equipment	\$504,637 07	\$6,881,730 73
Gross total cost of road and equipment	\$1,118,320 82	\$162,739,413 26

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Ballasting	\$106,795 56
Jersey City yard improvements	14,908 92
Port Jervis yard improvements	10,961 46
Bergen yard improvements	235 60
Carrollton	6,913 18
Platform, trestle, etc., Jersey City	463 45
Land, Germantown	5,200 00
Land, Newark	1,000 00
Land, Alfred	25 00
Land, Penn Horn Creek	1,000 00
Land, Kirkwood	10 00
Land, Callicoon	1,200 00
Mortgage assigned to trustee	5,000 00
Freight house, Lestershire	585 79
Conveyor, Buffalo coal dock	6,050 00
Protection against high water	4,017 93
Bulkhead Harbours cove	28,489 70
Highway bridge, Bankers crossing	5,184 60
Bridges Nos. 4, 25, 73, 5 and 7	126,401 34
Shed pier ferry-rack, Jersey City	31,317 56
Warehouse, Buffalo	132,718 14
Telegraph line, Salamanca	3,894 95
Signal towers interlocking, etc., at various places	40,870 77
Crossing gates, gate houses, etc., at various places	3,896 55
Sundry switches, sidings, passing tracks at various places	21,697 64
Searching, recording deeds, etc	83 05
Twenty express cars	56,574 57
Forty-two locomotives	438,082 60
Royalty for use of patents on locomotives	15,000 00
Machinery, etc., for shops	12,848 87
Sundry disbursements on account of the "estate of the Erie Railway Company"	40,463 88
Less credit sale of land, Checktowaga	\$1,118,320 82
	500 00
	\$1,118,320 82

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$31,692,912 41
Less operating expenses (excluding all taxes)		21,384,717 37
		<hr/>
		\$10,458,495 04
Less proportion due to leased lines, which are worked on a percentage of earnings,		2,649,968 78
		<hr/>
Net earnings from operation		\$7,808,326 26
<i>Income from other sources as follows, viz.:</i>		
Earnings of Pavonia ferry, ferries, docks, elevators, etc.....	\$634,159 89	
Rents, Twenty-third street property	6,600 00	
Rents and expenses of stock yards, Long Dock Company and Dock and Improvement Company.....	33,678 60	
Interest on securities.....	306,908 52	
Miscellaneous	46,728 28	
		<hr/>
		1,028,075 35
Gross income from all sources.....		<hr/>
		\$8,836,301 61
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$4,680,708 39	
Rentals of leased lines	1,573,559 66	
Taxes on property used in operation of road	456,968 10	
Taxes on earnings and capital stock	109,867 09	
Interest on equipment, loans and mortgages.....	480,693 34	
Expenses of Pavonia Ferry, ferries, docks, elevators and other charges.....	591,284 80	
		<hr/>
		7,832,016 38
Surplus for year ending June 30, 1892		<hr/>
		\$1,004,285 23
General Income Account.		
Surplus for year ending June 30, 1892		\$1,004,285 23
Surplus up to June 30, 1891.....		9,595,565 70
		<hr/>
		\$10,599,850 93
<i>Less charges to revenues of previous years:</i>		
Dividend on preferred stock.....	\$256,107 00	
Interest on income bonds.....	30,480 48	
Premium on bonds	11,800 00	
Interest on Chicago and Erie bonds prior to September 1, 1890.....	668,066 67	
Uncollectable accounts written off, adjustments, charges, etc.....	70,664 38	
		<hr/>
		1,031,608 48
Total surplus June 30, 1892.....		<hr/>
		\$9,568,242 45

DETAILED STATEMENT OF RENTALS.

Paterson and Hudson railroad, annual rental.....		\$48,400 00
Paterson and Ramapo railroad, annual rental		30,000 00
Newburgh and New York railroad, 5 per cent on \$280,000.....		12,500 00
<i>Buffalo, New York and Erie railroad:</i>		
Organization expenses	\$5,000 00	
Seven per cent on \$950,000 stock	66,500 00	
Seven per cent on \$2,380,000 bonds	166,600 00	
		<hr/>
		238,100 00
Montgomery and Erie railroad, annual rental.....		16,000 00
Goshen and Deckertown, annual rental		19,035 00
Hawley branch, annual rental		50,000 00
<i>Honesdale branch railroad:</i>		
Four and one-half per cent on \$204,000 of the Jefferson Railroad Co..	\$9,180 00	
Six per cent on \$96,000 of the Jefferson Railroad Company	5,760 00	
		<hr/>
		14,940 00
Jefferson branch railroad, 5 per cent on \$2,800,000 bonds		140,000 00
<i>Rochester and Genesee Valley railroad:</i>		
Six per cent on \$555,300 stock.....	\$33,312 00	
Organization expenses	700 00	
		<hr/>
		34,012 00
<i>Avon, Genesee and Mount Morris railroad:</i>		
Organization expenses	\$100 00	
Six per cent on \$236,000	13,500 00	
		<hr/>
		13,600 00
Buffalo, Bradford and Pittsburg railroad, 7 per cent on \$580,000.....		40,600 00
Lockport and Buffalo railroad, annual rental.....		21,000 00
Bergen County railroad, 6 per cent on \$200,000 bonds		12,000 00
Middletown and Crawford railroad, annual rental.....		10,500 00
Newark and Hudson railroad, 7 per cent on \$360,000 bonds		17,500 00
Long Dock Company, rental		480,000 00

NEW YORK, LAKE ERIE AND WESTERN.

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New York, Lake Erie and Western Docks and Improvement Company: Interest on different amounts of bonds, various dates	\$187,346 66
New York, Lake Erie and Western Coal and Railroad Company: Interest on different amounts of bonds, various dates	181,125 00
New Jersey Junction railroad, annual rental	6,001 00
Total amount of rentals deducted from income	<u>\$1,572,556 66</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$12,444,300 93		
Freight, local.....	12,316,187 08		
		\$24,760,488 01	\$24,760,488 01
Passengers, through	\$1,063,640 80		
Passengers, local.....	4,671,179 10		
	\$5,734,819 90		5,734,819 90
Mail	300,413 10		300,413 10
Express	447,665 45		447,665 45
<i>Miscellaneous, as follows, viz.:</i>			
Rents	40,446 76	99,005 46	139,452 22
Miscellaneous	91,823 56	228,260 17	320,073 73
Total gross earnings	<u>\$6,605,168 77</u>	<u>\$25,087,743 64</u>	<u>\$31,692,912 41</u>

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$598,642 34	\$1,441,169 58	\$2,039,811 92
Steel rails laid, 61,393.57 tons; cost, \$905,083.21.			
Repairs of bridges (including culverts and cattle guards)	89,062 67	197,528 70	279,591 37
Repairs of stations, shops, docks, etc.....	123,366 27	231,059 62	356,325 89
Repairs of fences	11,635 57	30,100 01	41,735 58
Other expenses for maintenance of way and structures	75,991 10	200,514 37	276,505 47
Total	<u>\$961,617 95</u>	<u>\$2,102,372 28</u>	<u>\$2,963,990 23</u>

<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$360,773 35	\$1,084,285 18	\$1,395,058 53
Repairs of cars	335,014 50	1,811,496 20	2,196,514 70
Repairs of machinery and tools	27,117 23	70,357 50	97,374 73
Other expenses for maintenance of equipment.....	161,965 46	415,977 15	577,942 61
Total	<u>\$984,874 54</u>	<u>\$3,382,016 03</u>	<u>\$4,266,890 57</u>

<i>Conducting transportation:</i>			
Wages of conductors and men	\$487,191 35	\$1,763,087 24	\$2,350,238 59
Wages of engineers and firemen.....	463,550 45	1,616,519 77	2,080,070 22
Fuel for locomotives.....	359,714 25	1,586,280 92	1,946,095 17
Oil and waste	40,945 59	136,913 54	177,859 13
Water supply	40,535 27	103,821 82	143,406 59
Other train supplies or expenses.....	160,167 84	319,799 10	379,956 94
Wages of station agents and clerks	186,693 88	877,042 14	1,063,736 02
Wages for labor at stations	27,364 11	837,161 18	864,525 29
Station supplies.....	72,631 81	186,190 91	258,822 72
Wages of watchmen, flagmen and switchmen.....	149,944 93	729,671 06	879,616 01
Other expenses for conducting transportation.....	24,244 68	1,196,441 11	1,220,685 79
Total	<u>\$2,012,398 16</u>	<u>\$9,254,975 26</u>	<u>\$11,267,371 43</u>

<i>General expenses:</i>			
Salaries of general officers and clerks	\$140,731 28	\$358,218 45	\$498,949 73
General office expenses and supplies	20,516 81	49,436 09	69,952 90
Stationery and printing	51,331 68	104,738 07	156,724 75
Outside agencies and advertising.....	158,143 12	303,615 14	460,758 26
Legal expenses.....	23,515 88	53,958 65	78,474 53
Loss and damage of freight and baggage.....	17,484 09	136,072 88	153,556 90
Damage to cattle and property, and injuries to persons	146,312 93	196,735 50	343,008 42
Telegraph maintenance and operation.....	129,251 32	247,404 81	376,656 13
Mileage of cars of other companies (debit balance).....	80,750 95	414,158 13	494,909 09
Other general expenses	1,623 84	3,841 60	5,444 44
Total	<u>\$769,170 83</u>	<u>\$1,937,394 22</u>	<u>\$2,736,465 15</u>
Grand total operating expenses	<u>\$4,578,056 48</u>	<u>\$16,656,680 89</u>	<u>\$21,234,717 37</u>

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$155,857,682 53
Cost of equipment		6,881,730 73
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies	\$3,272,635 49	
Bonds of other companies	351,019 80	
		3,623,645 09
Construction of branch lines, etc.		1,161,865 44
Amounts paid on account of equipment		4,695,861 30
N. Y., L. E. and W. Coal and R. R. Co. advances		1,387,870 28
Chicago and Erie R. R. Co.		379,704 74
Advances to other companies		1,929,040 49
Erie coal companies, etc.		1,475,437 35
<i>Current assets, as follows, viz.:</i>		
Cash on hand and in London		415,248 06
Bills receivable		67,242 16
Due by agents and others on account of traffic		1,906,109 69
Open accounts other than traffic		996,730 12
Materials and supplies		1,609,530 12
		<u>\$182,387,498 00</u>

LIABILITIES.		
Capital stock		\$85,963,600 00
Funded debt		77,643,885 10
<i>Current liabilities as follows, viz.:</i>		
Interest on funded debt due	\$130,277 30	
Interest on funded debt due and accrued	900,433 46	
		1,030,720 76
Dividends unpaid		9,654 00
Audited vouchers and pay-rolls		1,276,547 37
Open accounts		187,949 53
Loans and bills payable		4,270,823 56
Sundries		23,707 70
Due for wages		1,130,861 41
Due companies, individuals, account of traffic		617,840 11
Rentals of leased lines, etc.		664,158 01
Overdue coupons on second consolidated bonds, unfunded		9,568,242 45
Profit and loss (surplus)		
		<u>\$182,387,498 00</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	393,078	11,412,311	11,805,389
Number of passengers carried one mile	38,451,512	288,973,294	277,404,736
Number of tons of freight carried	5,671,243	18,043,579	18,614,822
Number of tons of freight carried one mile	1,587,096,557	1,475,346,590	3,062,443,147
Passenger train mileage			5,269,539
Freight train mileage			12,090,102
All other train mileage			3,545,660
Total train mileage			<u>20,905,301</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..	\$4,874,698 08	\$3,517,195 68	\$1,357,502 40
Average per passenger carried	4129	2979	1150
Average per passenger per mile	0175	0127	0048
Average per passenger train per mile	9251	6675	2576
Freight earnings and expenses (including miscellaneous earnings) ..	19,454,704 60	12,436,796 21	7,027,908 39
Average per ton of freight carried	1 0451	6676	3775
Average per ton of freight per mile	00635	00406	00229
Average per freight train per mile	1 6001	1 0378	5623

Traffic and Mileage Statistics—(Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first-class.....	1.874	1.539	1.523
Average rate received per mile for carrying passengers, second class.....	1.619	1.464	1.566
Average rate received per mile for carrying passengers, all classes.....	1.451	1.538	1.525
Average rate received per mile per ton for carrying freight, all classes.....	.503	.763	.638

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Piermont to Dunkirk, single track.....	404,901	446,636	.....	.....	404,901	446,636
Branches or other roads laid single track.....	99,543	104,493	328,588	556,619	428,131	661,113
Total single track.....	504,444	551,129	328,588	556,619	833,032	1,107,743
Second track on main line.....	264,091	306,420	.....	.....	264,091	306,420
Second track branches or other roads.....	71,750	71,750	37,461	142,607	109,211	214,357
Total second track.....	335,841	380,170	37,461	142,607	373,302	522,777
Third track branches or other roads.....	.....	.....	.....	2,796	.....	2,796
Fourth track branches or other roads.....	.....	.....	.....	2,796	.....	2,796
Total third and fourth tracks.....	.....	.....	.....	5,592	.....	5,592
Sidings and turnouts on main line.....	226,878	256,200	.....	.....	226,878	256,200
Sidings and turnouts, branches or other roads.....	34,296	35,477	169,099	343,887	203,395	379,364
Total sidings and turnouts....	261,174	291,677	169,099	343,887	430,273	635,564
Grand total of tracks, sidings and turnouts.....	1,101,459	1,232,976	535,148	1,048,705	1,636,607	2,271,681
Laid with steel rail, main line.....	668,993	755,056	.....	.....	668,993	755,056
Laid with steel rail, branches or other roads.....	171,293	176,243	366,309	704,818	537,502	881,061

Average life of rails—steel, 10 to 12 years; iron, 4 to 6 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track 4 feet 8½ inches; ballasted with stone, slag and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Newburgh branch	Newburgh	Greycourt	18.781	18.781	Owned.	6.880	18.781
Newburgh and N. Y. R. R.	Newb'gh Junc.	Vail's Gate Jc.	12.642	12.642	Owned.	.....	12.642
Buffalo branch	Hornellsville ..	Attica	60.920	60.920	Owned.	60.920	60.920
Edgerton branch	Mayfield, Pa. ...	Edgerton .....	.....	2.500	Owned.	.....	2.500
Paterson and Hudson River R.R. Paterson and Ramapo and Union R. R.	Jersey City	Suffern	795	31.243	Leased.	31.243	31.243
Montgomery and Erie R. R.	Goshen	Montgomery ..	10.430	10.430	Leased.	.....	10.430
Goshen & Deckertown R. R.	Goshen	Pine Island ..	11.640	11.640	Leased.	.....	11.640
Hawley branch	Lackaw'an, Pa. ...	Hawley, Pa. ....	.....	15.610	Leased.	.....	15.610
Lockport & Buffalo Railway.	Tonawanda	Lockport	15.130	15.130	Leased.	.....	15.130
Rochester & Genesee Valley Railroad	Avon	Rochester	18.401	18.401	Leased.	.....	18.401
Avon, Genesee & Mt. Morris Railroad	Avon	Mt. Morris	17.700	17.700	Leased.	.....	17.700
Buffalo & Southwestern R.R.	Buffalo Creek R. R. Junc.	Jamestown ...	66.380	66.380	Leased.	.....	66.380
Weehawken branch	Bergen Jc., N.J. ...	Del. & Hudson coal docks ..	.....	3.448	Leased.	.....	3.448
Northern R. R. of N. Jersey ..	Junction, N. J. ...	Nyack, N. Y. ...	5.819	26.050	Leased.	21.540	26.050
Erie International Railway ..	Main st., Buff'o	Erie Internat'l Bridge	4.500	4.500	Owned.	4.500	4.500
Erie and Black Rock R. R.	Intern'l Junc.	Black Rock	1.140	1.140	Owned.	.....	1.140
Conesus Lake R. R.	Hamilton, N.Y. ...	Lakeville, N. Y.	1.610	1.610	Owned.	.....	1.610
Bergen and Dundee	Garfield, N. J. ...	Passaic, N. J. ...	.....	2.450	Owned.	.....	2.450
Paterson, Newark and New York' Railroad	Paterson	Newark	11.326	11.326	Leased.	8.06	11.326
Newark and Hudson R. R.	Bergen Junc.	Newark	5.620	5.620	Leased.	4.517	5.620
Bergen County R. R.	Ruth'rd Junc.	Ridgewood Jc.	.....	9.821	Leased.	9.821	9.821
Jefferson Railroad (Honedale branch)	Hawley, Pa.	Honedale, Pa. ....	.....	8.150	Leased.	8.150	8.150
Jefferson Railroad (Carbon-dale branch)	Lanesboro, Pa. ...	Carbondale, Pa. ....	.....	36.510	Leased.	35.064	36.510
Middletown & Crawford R.R.	Crawf'd Junc., N. Y.	Pine Bush, N.Y.	10.220	10.220	Leased.	.....	10.220
Buffalo, Bradford & Pitts. R.R.	Carroiton, N.Y. ...	Gilesville, Pa. ...	7.84	26.170	Leased.	.....	26.170
Buffalo, N. Y. and Erie R. R. ...	Painted Post, N. Y.	Buffalo, N. Y. ...	140.238	140.238	Leased.	31.826	140.238
Susp. Bridge & Erie Junc. R.R.	East Buffalo ..	Susp. Bridge ..	24.010	24.010	Leased.	5.340	24.010
Arlington R. R.	Arlington Jc., N. J.	Meadow Junc., N. J. ....	.....	1.160	Leased.	.....	1.160
Moosic Mt. & Carbondale R.R.	Winton, Pa.	Moosic Mountain Breaker	.....	4.210	Leased.	.....	4.210
N. Y. Lake Erie & W. Coal & R. R. Co.	Crawford Jc., Pa.	Johnsonburg ..	.....	31.046	Leased.	.....	31.046
Toby branch	Blockwayville, Pa.	Toby Mines, Pa. ....	.....	12.000	Leased.	.....	12.000
Brockport and Shawmut	Brockport, Pa. ...	Shawmut, Pa. ...	.....	8.750	Leased.	.....	8.750
Dagus railroad	Dagus Cahonda, Pa.	Dagus mines ..	.....	5.500	Leased.	.....	5.500
West branch	Bradford, Pa. ...	Sugar Run, Pa. ...	.....	10.841	Leased.	.....	10.841

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet. In.		Feet. In.
Iron bridges	250	23,990	296	33,066
Wooden bridges	75	7,371 7	104	9,094 7
Wooden trestles	125	7,891 8	159	17,520 1
Total	450	39,068 3	559	59,721 3

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 10 drivers	5	.....	5	\$11,000	300,000	5	.....
Locomotives, 8 drivers	196	50	246	8,500	194,000	171	.....
Locomotives, 6 drivers	143	.....	143	7,500	191,000	132	.....
Locomotives, 4 drivers	198	31	229	6,500	140,000	192	.....
Total	542	81	623	.....	.....	500	.....
First-class passenger cars	287	29	266	\$5,000	.....	266	266
Second-class passenger cars...	110	.....	110	3,000	.....	110	110
Baggage, mail and express cars	169	10	179	1,500	.....	179	179
Total	516	39	555	.....	.....	555	555
Box freight cars	7,517	7,390	14,907	\$450	.....	2,035	2,786
Stock freight cars	96	497	595	425	.....	17	99
Coal freight cars	3,472	8,794	12,266	450	.....	.....	3,600
Flat freight cars	1,582	589	2,171	300	.....	.....	367
Caboose, 4-wheel cars	264	4	268	500	.....	.....	175
Caboose, 8-wheel cars	39	2	41	800	.....	.....	.....
Service cars	69	2	71	750	.....	.....	.....
Total	13,041	17,178	30,219	.....	.....	2,052	7,037

Passenger cars are equipped with Westinghouse brake and Janney coupler. Freight cars with Westinghouse and hand brake and Master Car Builder's type coupler.
Split switches used on main line, and whenever renewals are made split switches are used.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles	2,897	3,791
Length of steel rails laid during year in repairs, miles	367,041	426,758
Railroads crossing road at grade	39	43
Railroads crossing road over or under grade	25	38
Highway crossings at grade without protection	758	894
Highway crossings at grade protected by gates or flagmen	90	154
Highway crossings over or under grade	102	143
Overhead obstructions less than twenty feet above track	67	85

Passenger cars are heated by steam from engines, and all passenger cars running in and out of Jersey City are lighted by gas; those that do not run into Jersey City are lighted by oil lamps and ventilated in the ordinary way, in dome or roof of car.

Wells, Fargo & Co's express runs over this road at forty per cent of earnings.

Sleeping, parlor and hotel cars of the Pullman's Palace Car Company run over this line; passengers are charged the customary rates for berths and sections.

Erie Despatch, Commercial Express and Interstate Despatch run over this road. They are co-operative lines, and the cars are owned and repaired by the various companies forming the respective lines. No preference given.

No contract with the United States government for the transportation of mails. Service recognized.

NEW YORK AND MASSACHUSETTS.

(Date of consolidation, April 26, 1887.)

On the 22d day of January, 1887, the Poughkeepsie, Hartford and Boston Railroad Company was reorganized pursuant to the statutes of this State regulating the reorganization of railroad companies after foreclosure, under the name of the New York and Massachusetts Railway Company, and the certificate of incorporation filed in the office of the Secretary of State, January 22, 1887.

The capital stock of that company was \$1,000,000. On the 17th day of March, 1887, the said New York and Massachusetts Railroad Company was consolidated with the Hudson River and Boston Railroad Company, pursuant to the statutes of the State of New York, and the certificate of consolidation was filed in the office of the Secretary of State on the 26th day of April, 1887.

Under the consolidation the name of the present company is the New York and Massachusetts Railway Company, and the amount of its capital stock is \$2,500,000, of which 10,000 shares (\$100 each) full paid, have been and are ready to be issued; 140 shares have been and are ready to be issued, subject to call for future instalments, and the 14,860 shares remain in the treasury of the company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	25,000	\$2,500,000
Issued on account of construction and now outstanding.....		1,014,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
First mortgage	Aug. 1, 1875	30	p.c. 7	Semi-annual.	\$300,000	\$24,000	\$24,000

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast			\$567,186 74
Bridges and trestles.....			16,005 78
Superstructure (including ties).....			468,114 17
Land and land damages.....		\$279 00	170,922 43
Passenger and freight stations.....			34,359 21
Shops, machinery and tools			13,043 26
Engineering expenses.....			91,354 47
Total cost of road.....		\$279 00	\$1,365,189 06
EQUIPMENT.			
Locomotives			\$26,070 25
Passenger cars.....			14,730 19
Mail, baggage and express cars.....			3,500 00
Freight and other cars.....			23,806 12
Total cost of equipment			\$78,106 56
Grand total cost of road and equipment.....		\$279 00	\$1,473,295 64

NEW YORK AND MASSACHUSETTS.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$51,508 88
Less operating expenses (excluding all taxes)	64,654 00
Net loss from operation	\$18,145 15
Income from all other sources	1,449 95
Gross deficit from all sources	\$11,695 20
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$1,680 00
Rentals	6,000 00
Taxes on property used in operation of road	8,288 08
Taxes on earnings and capital stock	200 01
Taxes other than above	145 66
	11,316 70
Deficit for year ending June 30, 1892	\$23,011 90

DETAILED STATEMENT OF RENTALS.

This company pays a rental of \$6,000 per annum to the N. D. and C. R. R. for the use of its track between Stissing and Pine Plains	\$6,000 00
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, all local		\$23,629 20	\$23,629 20
Passengers, all local	\$35,520 90		25,520 90
Mail	1,668 86		1,668 86
Express	674 28		674 28
<i>Miscellaneous as follows, viz.:</i>			
Telegraph	12 00	9 11	21 11
Total gross earnings	\$37,870 54	\$23,638 31	\$51,508 85
OPERATING EXPENSES.			
<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed, including ties	\$12,208 50	\$4,041 45	\$16,244 95
Repairs of bridges, (including culverts and cattle-guards)	2,058 10	560 50	2,618 60
Repairs of stations, shops, docks, etc.	375 00	125 00	500 00
Repairs of fences	280 00	120 00	400 00
Total	\$14,916 60	\$4,846 95	\$19,763 55
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$2,344 00	\$768 10	\$3,112 10
Repairs of cars	1,409 80	340 00	1,749 80
Repairs of machinery and tools	235 00	80 00	315 00
Total	\$3,988 80	\$1,188 10	\$5,176 90
<i>Conducting transportation:</i>			
Wages of conductors and men	\$1,710 00	\$1,006 80	\$3,415 80
Wages of engineers and firemen	2,680 00	2,274 12	4,954 12
Fuel for locomotives	7,567 29	3,800 00	11,367 29
Oil and waste	839 00	200 86	539 86
Water supply	700 00	280 00	980 00
Other train supplies or expenses	323 12	150 00	473 12
Wages of station agents and clerks	3,191 50	2,484 50	5,676 00
Station supplies	280 00	120 95	350 95
Wages of watchmen, flagmen and switchmen ..	1,738 05	988 18	2,721 18
Total	\$18,478 96	\$11,999 36	\$30,478 32
<i>General expenses:</i>			
Salaries of general officers and clerks	\$4,980 00	\$1,740 00	\$6,720 00
General office expenses and supplies	700 00	380 48	1,080 48
Stationery and printing	300 00	180 48	480 48
Advertising	180 92		180 92
Loss and damage of freight and baggage	52 15	130 00	182 15
Use of cars of other companies (debit balance)		198 64	198 64
Other general expenses	253 56	194 05	447 61
Total	\$6,466 63	\$2,768 60	\$9,235 23
Grand total operating expenses	\$43,850 99	\$30,803 01	\$64,654 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$1,395,189 08
Cost of equipment.....	78,106 56
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	648 08
Due by agents.....	1,971 62
Open accounts.....	26,676 74
Materials and supplies	150,398 73
	<u>\$1,652,985 76</u>
LIABILITIES.	
Capital stock	\$1,014,000 00
Funded debt.....	24,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	29,560 00
Audited vouchers and pay-rolls.....	13,322 00
Loans and bills payable	488,985 09
Profit and loss (surplus)	83,088 69
	<u>\$1,652,985 76</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	87,005
Number of passengers carried one mile.....	1,193,156
Number of tons of freight carried	40,352
Number of tons of freight carried one mile.....	389,794
Passenger train mileage.....	78,996
Freight train mileage	23,236
All other train mileage.....	<u>4,446</u>
Total train mileage.....	<u>106,680</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$27,870 54	\$43,850 99	\$15,980 45
Average p-r passenger carried.....	320	504	184
Average per passenger per mile	028	037	014
Average per passenger train per mile	353	555	202
Freight earnings and expenses (including miscellaneous earnings)	23,638 31	30,308 01	Profit.
Average per ton of freight carried.....	577	508	2,535 30
Average per ton of freight per mile.....	062	065	069
Average per freight train per mile.....	1 017	896	007
			122

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.14
Average rate received per mile per ton for carrying freight, all classes.....	6.2

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line authorized from Hudson river to Chicopee	43.00	110
Main line laid, single track	34.99	34
Sidings and turnouts on main line	2.35	2
Grand total of tracks, sidings and turnouts.....	37.34	37
Laid with steel rail, main line.....	7.5	
Laid with iron rail, main line.....	27.5	

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Iron bridges	1	80
Wooden bridges	6	230
Wooden trestles	3	2,000
Total	10	2,310

EQUIPMENT.		Number owned.
Locomotives, 6 drivers		1
Locomotives, 4 drivers		4
Total		5
First-class passenger cars		4
Second-class passenger cars		1
Baggage, mail and express cars		2
Total		7
Box freight cars		98
Stock freight cars		2
Coal freight cars		98
Flat freight cars		4
Caboose, 8-wheel cars		1
Service cars		2
Total		59

Westinghouse automatic air brake on passenger cars and ordinary hand brake on freight cars.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	83
Highway crossings at grade without protection	18
Highway crossings over or under grade	3
Overhead obstructions less than twenty feet above track	3

Passenger cars are heated by stoves and lighted with oil.
American Express Company does business over road, and pays one and one-half first-class rates.

Received \$42.75 per mile per annum for transportation of United States mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	602
Grain	5,330
Meats and provisions	2,010
Live stock	443
Lumber	1,220
Pig and bar iron and steel	70
Iron or other ores	5,987
Coal and coke	18,076
Petroleum and other oils	114
All other manufactures	232
All other merchandises	30
Other agricultural products	4,232
Other articles not included above	1,375
Total	40,252

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 70

Officers of the Company.

Name.	Title.	Official Address.
G. P. PELTON	President	Poughkeepsie, N. Y.
H. D. COWE	Vice-President	Stockbridge, Mass.
EDWARD ELSWORTH	Secretary and Treasurer	Poughkeepsie, N. Y.
J. A. PERKINS	General Superintendent	Poughkeepsie, N. Y.
E. L. VANDENBURG	General Ticket Agent	Poughkeepsie, N. Y.

Directors of the Company.		
Name.		Residence.
G. P. PELTON		Poughkeepsie, N. Y.
H. D. COWE		Stockbridge, Mass.
EDWARD ELSWORTH		Poughkeepsie, N. Y.
J. A. PERKINS		Poughkeepsie, N. Y.
O. H. BOOTH		Poughkeepsie, N. Y.
W. A. MILES		Poughkeepsie, N. Y.
S. N. ALDRICH		Boston, Mass.
P. L. VAN WAGNER		Poughkeepsie, N. Y.
G. S. BOWEN		Poughkeepsie, N. Y.

Title of company, New York and Massachusetts Railway Company.

General offices at Poughkeepsie, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in July.

For information concerning this report address J. A. Perkins, General Superintendent.

NEW YORK AND NEW ENGLAND.

(Date of charter, May, 1873.)

Formed by the organization in 1873 of the holders of Berdell mortgage bonds issued by the Boston, Hartford and Erie railroad Company.

The following table shows the date of the opening for public travel of the road now (1883) owned by the New York and New England Railroad Company, and the names of the companies by which the several portions were completed:

Date of opening	Stations between which road was operated.	Miles added.	Company by which addition was completed.	TOTAL LENGTH.	
				Year.	Miles.
May, 1849..	Islington and Blackstone...	23.9	Norfolk county.....	.....	.....
Dec. 1, 1849..	Hartford and Willimantic...	31.5	Hartford, Providence and Fishkill.....	1849	55.4
Jan. 1, 1850..	Hartford and Bristol.....	17.9	Hartford, Providence and Fishkill.....	1850	63.3
Nov. 1852..	Cook St. and Newton Upper Falls.....	.9	Charles river branch.....	1852	64.2
June, 1853..	Newton Upper Falls and Needham.....	2.3	Charles river.....	1853	66.5
July, 1854..	Blackstone and Mechanicville.....	23	Boston and New York Central.....	.....	.....
Oct. 2, 1854..	Willimantic and Providence	58.5	Hartford, Providence and Fishkill.....	1854	148.
July 11, 1855..	Bristol and Waterbury.....	14.5	Hartford, Providence and Fishkill.....	.....	.....
Jan. 1855..	Boston to Islington.....	12.6	Boston and New York Central.....	1855	185.1
Nov. 1861..	Needham and Medway.....	12.8	N-w York and Boston.....	1861	197.9
Sept. 1862..	Medway and West Medway	1.6	New York and Boston.....	1862	199.5
Oct. 1863..	West Medway and Woonsocket.....	10.9	New York and Boston.....	1863	210.4
1865..	Dorrance St track, Providence.....	.82	Hartford, Providence and Fishkill.....	1865	211.22
Feb 1867..	East Thompson and South-bridge.....	17.4	Boston, Hartford and Erie..	1867	228.62
1869..	Mechanicville and Putnam..	1.7	Boston, Hartford and Erie..	1869	230.32
Aug. 1872..	Putnam and Willimantic...	24.6	Trustees under Berdell mortgage.....	1872	254.
1873..	Freight branch, Hartford..	.67	Trustees H., P. and F.....	1873	255.
1879..	Charles river to Ridge Hill..	1.64	New York and New England.....	1879	257.2
July 1881..	Waterbury and Danbury...	30.6	New York and New England.....	1881	287.8
Jan. 1882..	Danbury and Hopewell Junction.....	24.6	New York and New England.....	.....	.....
1882..	Elmwood and Dedham.....	1.52	New York and New England.....	.....	.....
Jan. 1882..	Wicopee Junction and Newburg.....	2.5	New York and New England.....	1882	326.

NEW YORK AND NEW ENGLAND.

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Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	No. of shares.	Total par value.	
Authorized by law or charter.	300,000	\$30,000,000	50,000	\$5,000,000	.....
Issued for actual cash			36,650	\$3,665,000	\$3,842,886
Issued for reorganization	197,980	\$19,798,000			
*Berdell bonds, convertible.....		208,000			
Total now outstanding.....	197,980	\$30,000,000	36,650	\$3,665,000	\$3,842,886

Grand total of common and preferred stock now outstanding..... \$23,665,000
 Number of stockholders 1,553

FUNDED DEBT.

DESIGNATION OF DEBT.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds...	Jan. 1, 1878	29	7 p. c.	Jan. & July	\$6,000,000	\$6,000,000	\$5,387,117 34
First mortgage bds...	Jan. 1, 1878	29	6	Jan. & July	4,000,000	4,000,000	4,141,979 86
Second mort. bonds...	June 22, 1882	20	6	Feb. & Aug.	5,000,000	5,000,000	4,877,988 98
Boston Terminal, first mortgage bonds...	April 1, 1889	50	4	April & Oct.	1,500,000	1,888,000	1,816,700 00
Mortgage notes:							
Curtis wharf, Boston.	Feb. 10, 1887	1	4½	Feb. & Aug.	80,000	80,000	
Curtis wharf, Boston.	Oct. 1, 1888	5	5	April & Oct.	80,000	80,000	
Lands at Springfield.	July 10, 1888	5	5	Jan. & July	17,500	17,500	
Lands at Hartford...	Nov. 30, 1875	8	5	Jan. & July	18,800	18,800	
Lands at Hartford...	Sept. 8, 1876	1	5	Jan. & July	8,000	8,000	
Construct liabilities:							
Pipers wharf.....	Dec. 1, 1887	5½	5½	Monthly....	200,000	200,000	
Equipment purchased M. & W. R. R. Co.....	Sept. 30, 1887	5	6	May & Nov.	22,625	22,625	
One thousand freight cars.....	Aug. 1, 1890	1 to 7	Var.	Monthly....	480,910	435,910	
Total.....					\$17,957,835	\$17,218,635	\$15,708,791 06

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$32,115 69	.....
Bridges	32,388 94	.....
Superstructure (including ties).....	54,351 40	.....
and	14,678 06	.....
Passenger and freight stations	17,046 09	.....
Engine and car houses.....	2,007 04	.....
Shops, machinery and tools	2,306 00	.....

* Exchangeable for 2,000 shares common stock unissued, on presentation.

† \$298,000 of scaled five per cent second mortgage bonds; six per cent from February 1, 1892.

‡ Mileage of cars not less than six per cent per annum.

§ Due November 30, 1875.

¶ Due January 8, 1887.

Cost of Road and Equipment — (Continued).

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Fuel and water stations.....	\$7,886 34	.....
Engineering expenses.....	2,451 68	.....
Telegraph line.....	3,887 96	.....
Total cost of road.....	\$168,513 15	*\$34,675,518 69
EQUIPMENT.		
Locomotives.....	\$71,040 58	.....
Passenger cars.....	17,047 80	.....
Mail, baggage and express cars.....	+619 75	.....
Freight and other cars.....	+4,309 41	.....
Total cost of equipment.....	\$83,250 22	\$5,333,496 34
Grand total cost of road and equipment.....	\$251,772 37	\$40,009,015 03

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Right of way and depot grounds.....	\$14,423 06
Improvement of Boston Terminal.....	3,130 67
Improvement at Hawleyville, Conn.....	6,929 25
Passenger car heating plants.....	3,435 21
Track scales.....	1,323 94
Improvements at Springfield, Mass.....	19,906 84
Various improvements at stations.....	1,435 19
New sidings.....	31,798 14
Bridge No. 28, Williamantic.....	2,885 48
Bridge No. 4, West Dudley.....	6,781 92
Improvements to various bridges.....	9,071 76
Bridge No. 9, Blackstone river, Woonsocket.....	9,585 02
Change of grade crossings.....	18,482 81
Coal station, Plainfield.....	4,096 76
New crossovers and connections.....	5,614 69
Improvement of Dedham branch.....	10,755 92
Increase weight of steel rails.....	17,225 74
Miscellaneous improvements.....	1,631 25
Seven new locomotives.....	71,040 58
Improvements to passenger cars.....	17,047 80
Two caboose cars.....	1,071 80
Work on snow plows.....	161 60
Credit for baggage car material charged, but work discontinued.....	4619 75
Credit for improvements of freight cars transferred to operating expenses.....	45,442 51
	\$251,772 37

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$6,216,617 26
Less operating expenses (excluding all taxes).....	4,532,441 65
Net earnings from operation.....	\$1,664,175 61
Income from other sources, as follows, viz.:	
Boston harbor transfer.....	6,295 03
Gross income from all sources.....	\$1,670,470 64
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued.....	\$1,078,496 99
Interest and discount on interest-bearing current liabilities.....	19,499 04
Rentals.....	475,476 51
Taxes on property used in operation of road and on earnings and capital stock.....	264,764 85
Insurance.....	22,909 23
	1,860,537 62
Net deficit from all sources.....	\$190,066 97

* This amount represents the cost of the road to this company, but not the total cost of constructing it. It is based on the amount of the "Berdell bonds" and mortgage (\$30,000,000) which bonds, after foreclosure, became convertible into the stock of this company, and upon the sums paid out by this company since the foreclosure in taking up underlying liens and completing and extending the road. The actual cost of constructing the road to the former owners and since acquiring its title, to this company, is largely in excess of the cost of the road to this company as above returned, as has been ascertained, pursuant to the laws of the State of Connecticut, by the president, treasurer and an engineer, approved by the Railroad Commissioners of the State of Connecticut, in February, 1892, and an engineer to ascertain the cost of the construction of the road, the amount thus ascertained being between \$45,000,000 and \$50,000,000 exclusive of equipment, and considerably over \$50,000,000 including equipment.

† Credit.

‡ Deductions.

Payments from net income, as follows, viz. :

Dividends declared, $3\frac{1}{4}$ per cent on \$3,300,000 preferred stock.....	\$115,500 00	
Dividends declared, $3\frac{1}{4}$ per cent on \$3,650,000 preferred stock.....	128,275 00	
		<u>\$243,775 00</u>

Deficit for year ending June 30, 1892..... \$433,841 98

General Income Account.

Deficit for year ending June 30, 1892.....		\$433,841 98
Deficit to June 30, 1891.....	\$417,773 54	
Add debit for value of equipment destroyed in 1883 and renewed during the year.....	1,071 50	
	<u>\$418,845 04</u>	
	20,231 24	

Deduct credits for premiums on preferred stock sold..... 308,613 80

Total deficit June 30, 1892..... \$683,455 78

DETAILED STATEMENT OF RENTALS.

Norwich and Worcester Railroad.....	\$254,497 89
Providence and Springfield Railroad.....	66,349 25
Woonsocket and Pascoag Railroad.....	15,000 00
Rhode Island and Massachusetts Railroad.....	20,000 00
Boston and Albany Railroad.....	6,381 29
Rockville Railroad.....	4,563 75
Milford and Woonsocket Railroad.....	8,019 88
Milford, Franklin and Providence Railroad.....	5,346 23
Newburgh, Dutchess and Connecticut Railroad.....	55,818 72
New London Northern Railroad.....	39,600 00

Total amount of rentals deducted from income..... \$475,476 51

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

	Passenger.	Freight.	Total
Freight, through.....	\$2,382,766 91		
Freight, local.....	1,218,694 67		
		\$3,601,461 58	\$3,601,461 58
Passengers, through.....	\$541,182 32		
Passengers, local.....	1,646,969 49		
	\$2,188,151 81		2,188,151 81
Mail.....	61,023 28		61,023 28
Express.....	161,597 45		161,597 45
<i>Miscellaneous, as follows, viz. :</i>			
Rents.....	\$52,801 97		
Wharves and docks.....	53,903 46		
Switching, storage, etc.....	48,405 85		
Miscellaneous.....	49,871 86		
	50,830 64	153,352 50	204,383 14
Total gross earnings.....	<u>\$2,461,603 18</u>	<u>\$3,755,014 08</u>	<u>\$6,216,617 26</u>

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$160,604 59	\$171,944 52	\$332,549 11
Steel rails laid, 15,580.1 tons; cost, \$48,784.82.....			
Repairs of roadbed.....	2,235 08	2,392 85	4,627 88
Repairs of bridges (including culverts and cattle guards).....	16,898 25	18,086 05	34,979 30
Repairs of stations, shops, docks, etc.....	16,313 64	29,369 64	45,683 28
Repairs of fences.....	8,458 55	9,055 78	17,514 33
or expenses for maintenance of way and structures.....	35,598 68	38,112 22	73,710 90
Total.....	<u>\$240,103 74</u>	<u>\$268,961 06</u>	<u>\$509,064 80</u>
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$80,138 56	\$184,163 09	\$264,301 65
Repairs of cars.....	81,897 60	218,194 81	300,092 41
Repairs of machinery and tools.....	9,538 67	10,523 00	20,361 67
or expenses for maintenance of equipment.....	56,148 52	62,535 28	118,683 90
Total.....	<u>\$238,018 35</u>	<u>\$475,421 28</u>	<u>\$713,439 63</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

	Passenger.	Freight.	Total.
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$141,780 78	\$318,579 71	\$460,360 44
Wages of engineers and firemen.....	188,060 97	378,470 80	411,531 27
Fuel for locomotives.....	232,151 85	594,470 57	756,622 42
Oil and waste.....	9,399 30	14,316 68	22,615 98
Water supply.....	18,540 60	19,849 71	38,390 31
Other train supplies or expenses.....	75,566 04	54,002 40	129,568 44
Wages of station agents and clerks.....	62,267 33	175,244 87	237,502 30
Wages for labor at stations.....	30,509 97	214,369 06	244,879 05
Station supplies.....	28,776 43	24,737 78	53,514 21
Wages of watchmen, flagmen and switchmen.....	39,785 49	178,179 23	217,964 72
Other expenses for conducting transportation..	125,049 03	190,339 93	315,388 96
Total.....	\$896,877 73	\$1,992,780 21	\$2,889,657 94
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$39,372 70	\$42,045 65	\$81,318 35
General office expenses and supplies.....	8,997 77	4,380 04	9,277 81
Stationery and printing.....	2,631 15	2,870 45	5,551 60
Outside agencies and advertising.....	3,411 73	30,719 94	34,130 97
Legal expenses.....	29,987 49	32,081 31	61,968 80
Loss and damage of freight and baggage.....	56 69	20,294 20	20,350 89
Damage to cattle and property.....	3,040 23	4,374 39	7,414 62
Injuries to persons.....	20,581 47	37,451 27	58,033 74
Telegraph maintenance and operation.....	27,270 85	43,338 79	70,609 64
Mileage of cars of other companies (debit balance).....	10,825 47	62,067 69	72,893 16
Other general expenses.....	9,543 43	10,317 27	19,760 70
Total.....	\$150,618 98	\$299,690 30	\$440,299 28
Grand total operating expenses.....	\$1,525,618 80	\$3,026,892 85	\$4,552,441 65

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$34,375,518 69
Cost of equipment.....		5,333,496 34
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies.....		99,900 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$369,119 37	
Due by agents.....	329,241 22	
Open accounts.....	606,543 86	
Materials and supplies.....	467,069 06	
Debit balance, being taxes and expenditures undistributed.....		1,841,986 71
Profit and loss (deficiency).....		832,455 78
		<u>\$42,371,300 26</u>
LIABILITIES.		
Capital stock.....		\$33,065,000 00
Funded debt.....		17,218,835 00
Supplies transferred from Norwich and Worcester Railroad Company.....		61,422 99
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$472,625 00	
* Dividends unpaid.....	128,275 00	
Audited vouchers and pay-rolls.....	630,683 06	
Open accounts.....	279,709 89	
Loans and bills payable.....	323,114 86	
Equipment notes.....	81,708 43	
		<u>1,926,111</u>
		<u>\$42,371,300</u>

* Dividend No. 13 on preferred stock due May 1, 1892, payment enjoined.

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	703,090	8,055,920	8,759,010
Number of passengers carried one mile.....	22,597,331	81,168,326	103,765,657
Number of tons of freight carried	2,174,072	1,098,038	3,272,110
Number of tons of freight carried one mile....	263,331,143	47,737,847	311,068,990
Passenger train mileage			2,275,741
Freight train mileage			2,436,447
All other train mileage			1,196,719
Total train mileage			5,907,907

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$2,461,608 18	\$1,526,618 80	\$935,984 38
Average per passenger carried.....	2810	1742	1068
Average per passenger per mile.....	0237	0147	0090
Average per passenger train per mile	1 0616	0703	4113
Freight earnings and expenses (including miscellaneous earnings)	3,755,014 08	3,026,822 85	728,191 23
Average per ton of freight carried.....	1 1473	0950	2225
Average per ton of freight per mile.....	0190	0097	0093
Average per freight train per mile.....	1 5411	1 2423	3988

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.308	Cents. 2.004	Cents. 2.09
Average rate received per mile per ton for carrying freight, all classes.....	.906	2.553	1.159

Description of Road and Equipment.

TRACK	MILES OWNED.		Miles leased all outside N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line laid from Boston to Fishkill-on-Hudson, single track.....	30.47	216.69	.....	30.47	216.69
Branches, or other roads, laid single track.....	.....	143.87	136.41	.....	280.28
Total single track.....	30.47	360.56	136.41	30.47	496.97
Second track on main line.....	.....	109.22	.....	.....	109.22
Sidings and turnouts on main line	16.22	117.55	.....	16.22	117.55
Sidings and turnouts on branches or other roads..	.....	34.81	34.95	.....	69.76
Total sidings and turnouts	16.22	152.36	34.95	16.22	187.31
Grand total of tracks, sidings and turnouts.....	46.69	152.36	171.36	46.69	793.50
Laid with steel rail, main line.....	30.47	216.69	.....	30.47	216.69
Laid with steel rail, branches or other roads.....	.....	135.42	131.38	.....	266.80
Laid with iron rail, branches or other roads .....	.....	8.45	5.08	.....	13.48

Average life of rails — steel, 10 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 75 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 54 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length outside New York State.	Leased or owned.	Miles laid with steel rail.	Miles laid with iron rail.
Central Division.....	Providence, R. I.	Willimantic, Ct.	58.82	Owned.	58.82		
Southbridge branch.....	Cook street, New- ton, Mass.	Woonsocket, R. I.	28.67	Owned.	28.67		
Dedham branch.....	E. Thompson, Ct.	South'ge, Mass.	17.36	Owned.	17.36		
Dorrance street track.....	Dedham Jc. Mass.	Dedham, Mass.	1.53	Owned.	2.30	1.23	
Freight branch, Hartford.....	Dedham, Mass.	Dedham, Mass.	3.00	Owned.	.62		
Meirose branch.....	Providence, R. I.	Dorrance St. whf.	.82	Owned.	.67		
Springfield branch.....	Hartford, Ct.	Morgan St., Hart- ford, Ct.	.67	Owned.	.67		
Rhode Isl'd & Mass. branch.....	Meirose, Ct.	West St., R'ville	7.22	Owned.	27.48		
Norwich & Worcester Div.	East Hartford, Ct.	Jc. B. & A. R. R., Springfield	7.22	Owned.	13.60		
Rockville branch.....	Franklin, Mass.	Valley F'ia, Mass.	13.60	Leased.	61.13	5.08	
Boston & Albany Railroad.	Allyn's Pt., Ct.	Worcester, Mass.	66.16	Leased.	4.43		
Milford branch.....	Vernon, Ct.	Rockville, Ct.	4.43	Leased.	1.41		
Providence & Spring'd Br.	Jc. Springfield Br.	Depot, Spring'd	1.41	Leased.	19.97		
Woonsocket & Pascoag Br.	Franklin, Mass.	Ashland, Mass.	19.97	Leased.	21.34		
Total owned.....	Providence, R. I.	Pascoag, R. I.	21.34	Leased.	9.50		
Total leased.....	Woonsocket, R. I.	Harrisville, R. I.	9.50	Leased.	135.42	8.45	
Total owned and leased.....			148.87	186.41	181.33	5.08	
Newburgh, Dutchess and Connecticut R. R. Co.....	Hopewell Junc....	Wicopee Junc....	10.95	.....	*	10.95	
N. Y., Prov. & Boston R. R.	Jc. N.Y. & N.E.R.R.	Depot, P'vidence	.10	.....	*	.10	

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	8	<i>Feet. In.</i> 396	93	<i>Feet. In.</i> 6,889
Wooden bridges.....	12	761 6	142	11,388 1
Wooden trestles.....	4	2,692	55	11,570 7
Total.....	24	3,849 6	390	29,797 8

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	16	.....	16	168,000	16	.....
Locomotives, 6 drivers.....	76	4	80	210,000	80	.....
Locomotives, 4 drivers.....	90	21	111	161,500	111	27
Total.....	182	25	207	.....	207	27
First-class passenger cars.....	230	28	248	64,000	243	243
Baggage, mail and express cars.....	27	6	33	52,000	33	33
Total.....	247	29	276	.....	276	276
Box freight cars.....	2,222	2 6	2,488	26,100	164	789
Coal freight cars.....	2,070	184	2,354	26,000	.....	400
Flat freight cars.....	499	21	490	18,000	.....	.....
Caboose, 4-wheel cars.....	72	6	78	14,000	.....	.....
Caboose, 8-wheel cars.....	6	3	9	18,000	.....	.....
Dump cars.....	470	372	842	10,000	.....	.....
Service cars.....	28	28	50,000	15	6
Total.....	5,337	862	6,199	179	1,195

* Trackage rights.

NEW YORK AND NEW ENGLAND.

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Westinghouse automatic brake on all passenger cars and some freight cars. Miller and Janney coupler on passenger cars. Gould, Safford, Dowling automatic and Safford common couplers used on freight cars.
Wharton and split switches in general use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles.....		13.17
Railroads crossing road at grade		18
Railroads crossing road over or under grade.....	2	10
Highway crossings at grade without protection	14	455
Highway crossings at grade protected by gates or flagmen		73
Highway crossings over or under grade.....	13	189
Overhead obstructions less than twenty feet above track	12	135

Passenger cars are heated by steam from locomotives; 13 passenger cars are lighted by Pintsch gas, others by lamps, burning 300° test oil, and ventilated by clear story and end ventilators.

Adams Express Company and United States Express Company do business over this road.
Pullman's Palace Car Company's sleeping cars, New York, New Haven and Hartford Railroad Company's parlor cars, New York and New England Railroad Company's parlor cars and New York and New England Railroad Company's dining cars run over this road, none of which run in the State of New York.

This company has arrangements with fast freight lines and railroads for through billing and rates, on percentage basis, when such rates pay a prescribed minimum, cars are jointly exchanged. No preference given.

Compensation for carrying the mails is based on a fixed rate per mile regulated by routes and weight of mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	67,933	2.06
Grain.....	140,978	4.30
Meats and provisions	37,935	1.16
Live stock.....	7,462	.23
Lumber.....	214,502	6.57
Pig and bar iron and steel.....	60,086	1.84
Iron or other ores	40,110	1.23
Coal and coke	825,240	25.22
Petroleum and other oils	45,705	1.34
Manufactures.....	278,379	8.43
All other merchandises	1,069,414	32.70
All other agricultural products	225,434	6.90
All other articles not included above	260,522	7.97
Total	3,972,110	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	17	1	18
Others, not passengers	1		1
Total	18	1	19

EMPLOYEES.

average number of persons employed (including officials) during the year..... 4,658
aggregate amount of salaries and wages paid them during the year..... \$2,802,058 19

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CHARLES PARSONS.....	President.....	96 Broadway, New York city.
F. H. PRINCE.....	Vice-President.....	Boston, Mass.
CHARLES PARSONS, Jr.....	Secoud Vice-President.....	96 Broadway, New York city.
JAS. W. PERKINS.....	Secretary.....	180 Summer street, Boston, Mass.
E. V. CAREY.....	Assistant Secretary.....	32 East Forty-second st., New York city.
GEO. B. PHIPPEN.....	Treasurer.....	180 Summer street, Boston, Mass.
CHARLES A. PRINCE.....	General Counsel.....	180 Summer street, Boston, Mass.
FRANK A. FARNUM.....	Assistant Counsel.....	180 Summer street, Boston, Mass.
W. H. DUDLEY.....	Auditor.....	180 Summer street, Boston, Mass.
J. W. FOSTER.....	Paymaster.....	180 Summer street, Boston, Mass.
C. S. MELLEN.....	General Manager.....	180 Summer street, Boston, Mass.
J. D. BARTON.....	General Superintendent.....	180 Summer street, Boston, Mass.
L. B. BIDWELL.....	Chief Engineer.....	180 Summer street, Boston, Mass.
F. E. DEWEY.....	Division Superintendent.....	224 Federal st. Boston, Mass.
GEO. H. CROSS.....	Superintendent.....	East Hartford, Conn.
W. S. JONES.....	Superintendent.....	Providence, R. I.
P. ST. M. ANDREWS.....	Superintendent.....	Norwich, Conn.
EDWIN PARSONS, 3d.....	Purchasing Agent.....	180 Summer street, Boston, Mass.
E. M. HUMSTONE.....	General Master Mechanic.....	East Hartford, Conn.
G. L. LANG.....	Superintendent Telegraph.....	180 Summer street, Boston, Mass.
C. H. GOODRICH.....	Asst. Gen. Freight Agent.....	180 Summer street, Boston, Mass.
A. C. KENDALL.....	General Passenger Agent.....	180 Summer street, Boston, Mass.
GEO. F. INGALLS.....	General Baggage Agent.....	Depot foot Summer st., Boston, Mass.
C. M. BOWMAN.....	Division Freight Agent.....	Hartford, Conn.
GEO. A. HARRIS.....	Division Freight Agent.....	Norwich, Conn.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
CHARLES PARSONS.....	New York city.
CHARLES PARSONS, Jr.....	New York city.
THOMAS RUTTER.....	New York city.
ALEX. C. ORR.....	New York city.
C. S. DAY.....	New York city.
WILLIAM LUMMIS.....	New York city.
A. R. FLOWER.....	New York city.
C. B. TIDCASTLE.....	New York city.
EUSTACE C. FITZ.....	Boston, Mass.
F. H. PRINCE.....	Boston, Mass.
CHAS. A. PRINCE.....	Boston, Mass.
JOS. HENSLEY, Jr.....	Newark, N. J.
JAS. L. HOWARD.....	Hartford, Conn.
GEO. M. LANDERS.....	New Britain, Conn.
DAVID S. PLUM.....	Waterbury, Conn.
B. F. VAUGHAN.....	Providence, R. I.
ARETAS BLOOD.....	Manchester, N. H.
ARTHUR SEWALL.....	Bath, Me.

Title of company, New York and New England Railroad Company.

General offices at 180 Summer street, Boston, Mass.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address W. H. Dudley, Auditor.

NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, August 6, 1872.)

1. The name of the common carrier making this report is the New York, New Haven and Hartford Railroad Company.

2. The date of organization was August 6, 1872.

3. The company was organized under the laws of the States of Connecticut and Massachusetts (Conn. Pub. Acts, 1871, chap. 129; Id. chap. 144; Mass. Laws, 1872, chap. 171; Conn. Spec. Acts, 1873, p. 6; Laws of N. Y. 1874, chap. 883; Spec. Laws of Conn., vol. vii, p. 689; Id. vol. viii, p. 411; Id. vol. ix, pp. 1086, 1088; Id. vol. x, pp. 21, 80, 118, 212, 509, 1118, 1298, 1329, 1849).

4, 5 and 6. The New York and Hartford Railroad Company was formed by a consolidation August 6, 1872, of the Hartford and New Haven Railroad Company with the New York and New Haven Railroad Company. The Hartford and New Haven Railroad Company had prior to the last mentioned date been consolidated with the Hartford and Springfield

corporation in 1847; with the branch company in 1850; with the Middletown Railroad Company in 1850; with the Middletown Extension Railroad Company in 1861; with the New Britain and Middletown Railroad Company in 1868, and with the Windsor Locks and Suffield Railroad Company in 1871 (Priv. Laws of Conn. vol. 1, pp. 1002, 1008; Id. vol. iv, pp. 898, 899, 900, 901, 903, 907; Mass. Spec. Laws, vol. ix, p. 448; Conn. Priv. Acts, 1855, p. 203; Priv. Laws of Conn. vol. v, p. 23; Mass. Spec. Laws, vol. xii, 582; Spec. Laws of Conn. vol. vi, pp. 578, 791; Priv. Laws of Conn. vol. i, p. 1006; Conn. Priv. Acts, 1838, p. —; Priv. Laws of Conn. vol. iv, pp. 916, 917, 918, 919; Conn. Priv. Acts, 1841, p. 82; Priv. Laws of Conn. vol. iv, p. 919; Mass. Spec. Laws, vol. viii, pp. 116, 208, 321, 420, 809; Priv. Laws of Conn. vol. iv, pp. 874, 884, 988; incorporating the Middletown Extension Railroad Company, approved June 4, 1867; Conn. Priv. Acts, 1866, p. 152; Priv. Laws of Conn. vol. iv, pp. 954, 967; Conn. Priv. Acts, 1858, p. 126; Conn. Priv. Acts, 1860, p. 97; Id. 1862, p. 91; Id. 1864, p. 158; Priv. Laws of Conn. vol. v, p. 570; Spec. Laws of Conn. vol. vi, pp. 323, 594; Priv. Laws of Conn. vol. iv, pp. 1020, 1025; Laws of New York, 1846, chap. —; Priv. Laws of Conn. vol. iv, pp. 1025; Laws of New York, 1848, chap. —; Priv. Laws of Conn. vol. iv, pp. 1023, 1081; Conn. Priv. Acts, 1866, p. 194; Spec. Laws of Conn. vol. vi, pp. 83, 137, 226, 319, 716, 677, 834, Conn. Pub. Acts, 1871 chap. 152).

At the time of the consolidation of the Hartford and New Haven Railroad Company with the New York and New Haven Company the former company had a proprietary interest in the company for erecting and supporting a toll bridge from New Haven to East Haven (Priv. Laws of Conn. vol. i, pp. 241, 242, 243; Id. vol. iii, p. 283; Spec. Laws of Conn. vol. vi, p. 183; Id. vol. vii, p. 310; Id. vol. x, p. 79); and the New York and New Haven Railroad Company was the lessee in perpetuity of the railroad of the Shore Line Railway which was a successor in 1864 of the New Haven, New London and Stonington Railroad Company which was formed by a merger in 1856 of the New Haven and New London Railroad Company with the New London and Stonington Railroad Company (Priv. Laws of Conn. vol. iv, pp. 967, 978; U. S. Stats. at Large, vol. ix; Priv. Acts, chap. xlvii, p. 166; Priv. Laws of Conn. vol. iv, pp. 974, 975, 978, 979; Id. vol. v, pp. 47, 205, 227, 243; Conn. Priv. Acts, 1859, p. 151; Priv. Laws of Conn. vol. v, pp. 580, 766; Spec. Laws of Conn. vol. vi, pp. 337, 334; U. S. Stats. at Large, vol. xv, chap. xxxviii, p. 273; Spec. Laws of Conn. vol. vi, pp. 906, 919; Id. vol. vii, p. 364.)

Since the consolidation of the Hartford and New Haven Railroad Company with the New York and New Haven Railroad Company, the consolidated company being the New York, New Haven and Hartford Railroad Company became and is now the lessee—

(1) For ninety-nine years from the 1st day of October, 1873 of the railroad of the Harlem River and Port Chester Railroad Company (Laws of New York, 1866, chap. 763; Id. 1869, chap. 728; Id. 1871, chap. 606; Id. 1878, chap. 48).

(2) For ninety-nine years, from the 30th day of September, 1882, of the railroad of the Boston and New York Air Line Railroad Company, successor in 1876 of the New Haven, Middletown and Willimantic Railroad Company, and lessee in 1878 for 999 years of the railroad of the Colchester Railroad Company (Spec. Laws of Conn. vol. vi, pp. 266, 329, 408; U. S. Stats. at Large, vol. xv, chapter 37, p. 273; Spec. Laws of Conn. vol. vi, pp. 577, 618, 632, 764, 807; Id. vol. vii, pp. 2, 61, 146, 273; Conn. Spec. Acts, 1872, p. 190; Spec. Laws of Conn. vol. vii, pp. 548, 554, 555; Conn. Pub. Acts, 1874, chap. 64, p. 217; Spec. Laws of Conn. vol. vii, p. 767; Conn. Spec. Acts, 1874, p. 271; Spec. Laws of Conn. vol. vii, p. 885; Conn. Spec. Acts, 1876, p. 178; Spec. Laws of Conn. vol. viii, pp. 17, 228; Conn. Spec. Acts, 1879, p. 137; Spec. Laws of Conn. vol. ix, p. 1009; Id. vol. x, p. 84).

(3) For ninety-nine years, from the 1st day of April, 1887, of the railroad of the New Haven and Northampton Company, successor (1886) of the president, directors and company of the Farmington canal and of the Hampshire and Hampden Canal Company; assignee (1880) of the lessee of the Farmington Valley railroad; consolidated (1863) with the Hampshire and Hampden railroad corporation—a corporation formed by the merger (1853) of the Hampshire Railroad Company with the Northampton and Westfield Railroad Company; and lessee (1870) in perpetuity of the Holyoke and Westfield Railroad. (Conn. Priv. Laws, vol. i, pp. 300, 313, 307, 308; Mass. Spec. Laws, vol. vi, pp. 40, 320, 702, 839; Id. vol. vii, pp. 186, 675, 691; Conn. Priv. Laws, vol. i, p. 308; Id. vol. iii, p. 394; Id. vol. iv, pp. 1280, 1384, 888; Conn. Priv. Acts, 1847, p. 104; Conn. Priv. Laws, vol. iv, pp. 982, 983, 984, 985, 986, 988; Conn. Priv. Acts, 1856, p. 125; Id. 1862, p. 94; Id. 1867, p. 273; Mass. Spec. Laws, vol. ix, pp. 546, 561, 767, 773; Id. vol. x, pp. 552, 742, 922; Id. vol. xi, p. 298; Conn. Priv. Laws, vol. v, p. 460; Mass. Spec. Laws, vol. xi, p. 653; Conn. Priv. Laws, vol. v, p. 734; Mass. Spec. Laws, vol. xii, p. 26; Conn. Spec. Laws, vol. vi, pp. 217, 303; Mass. Spec. Laws, vol. xii, p. 736; Conn. Spec. Laws, vol. vi, p. 733; Mass. Spec. Laws, vol. xii, p. 823; Conn. Priv. Acts, 1870, p. 146, 198; Conn. Spec. Laws, vol. vii, p. 267; Mass. Spec. Laws, vol. xiii, p. 484; Conn. Spec. Laws, vol. vii, p. 871; Conn. Spec. Acts, 1876, p. 130; Conn. Spec. Laws, vol. vii, p. 967; Conn. Spec. Acts, 1876, p. 119; Mass. Spec. Laws, vol. xiv, p. 326; Conn. Spec. Laws, vol. viii, p. 296; Mass. Spec. Laws, vol. xiv, p. 485; Conn. Spec. Laws, vol. viii, pp. 419, 420; Mass. Spec. Laws, vol. xiv, p. 623; Id. vol. xv, pp. 677, 1430; Mass. Spec. Laws, vol. xii, p. 804; Id. vol. xiii, p. 556.)

(4) For ninety-nine years, from the first day of April, 1887, of the railroad of the Stamford and New Canaan Railroad Company, a reorganization, in 1882, of the New Canaan Railroad Company (Spec. Laws of Conn. vol. vi, pp. 22, 10; Conn. Spec. Acts, 1876, p. 66; Spec. Laws of Conn. vol. viii, p. 196; Conn. Spec. Acts, 1880, p. 75; Spec. Laws of Conn. vol. ix, pp. 682, 829; Gen. Stats. of Conn. § 2471; Pub. Acts of Conn. 1889, chap. 92.)

(5) For ninety-nine years from the first day of April, 1887, of the railroad of the Hartford and Connecticut Valley Railroad Company, successor in 1879 of the Connecticut Valley Railroad Company (Spec. Laws of Conn. vol. vi, pp. 308, 548, 613, 653, 658; Conn. Priv. Acts, 1870, p. 196, pec. Laws of Conn. vol. vii, pp. 63, 378, 555, 624; Conn. Pub. Acts, 1874, chapter 64; Spec. Laws of Conn. vol. vii, pp. 810, 929; Id. vol. viii, pp. 39, 88; Conn. Spec. Acts, 1877, p. 122; Spec. Laws of Conn. vol. viii, p. 233; Conn. Spec. Acts, 1879, p. 5; Spec. Laws of Conn. vol. viii, p. 40; Mass. Spec. Laws, vol. xiv, p. 660; Spec. Laws of Conn. vol. viii, p. 490; Conn. Spec. Acts, 1880, p. 115; Spec. Laws of Conn. vol. ix, p. 303; Mass. Spec. Laws, vol. xv, p. 53; Spec. Laws of Conn. vol. ix, p. 614, 679; Gen. Stats. of Conn. § 2471; Pub. Acts of Conn. 1889, chap. 92.)

(6) For ninety-nine years from the 1st day of April, 1887, of the railroad of the Naugatuck Railroad Company, including its proprietary interest in the Watertown and Waterbury Railroad (Priv. Laws of Conn. vol. iv, pp. 944, 949, 950, 951, 952; Id. vol. v, pp. 75, 753; Spec. Laws of Conn. vol. vi, pp. 8, 9, 22, 208, 706, 874, 647; Id. vol. x, p. 1118).

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares	Total par value.	
Authorized by law or charter.....	505,000	\$50,500,000	.....
Issued for stock of the New York, New Haven and Hartford and New Haven railroad.....	155,000	\$15,500,000	.....
Issued for cash October 1, 1899.....	31,000	3,100,000	.....
Issued for capital stock of Stamford and New Canaan railroad.....	1,000	100,000	.....
Issued for cash October 1, 1891.....	46,750	4,675,000	.....
Total now outstanding.....	233,750	\$23,375,000	\$23,375,000

Number of stockholders..... 3,822

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage.....	June, 1883	30	p.c. 4	June and Dec.	\$5,000,000	\$2,000,000	\$2,047,971 09

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$334,047 97	.....
Bridges	390,499 06	.....
Superstructure (including ties).....	78,770 83	.....
Rails	78,076 18	.....
Land	591,390 04	.....
Fences	5,429 07	.....
Passenger and freight stations.....	91,327 46	.....
Engineering expenses.....	2,067 80	.....
Miscellaneous	49,811 72	.....
Cost of road up to June 30, 1891 as reported .....	.....	\$21,622,080 38
Total cost of road	\$2,166,979 63	\$23,789,050 01

EQUIPMENT.

Locomotives	\$18,122 60	.....
Cost of equipment up to June 30, 1891, as reported.....	.....	\$2,879,494 61
Total cost of equipment.....	\$18,122 60	\$2,897,617 21
Grand total cost of road and equipment	\$2,185,062 23	\$27,686,667 3

NEW YORK, NEW HAVEN AND HARTFORD.

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DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Cost of four tracks, including grading, ballasting, real estate, stations and change of grade crossings.....	\$915,998 55
Cost of separation of grade crossings, other than in connection with four tracking, Real estate.....	164,655 92
Cost of second track, Shore Line division.....	387,872 62
Passenger station at Harlem river.....	560,186 79
Improvements at Woodlawn Junction.....	77,873 95
New building at New Britain.....	70,614 68
Connection with elevated railroad, Harlem river.....	49,811 72
Two double-end passenger locomotives.....	406 45
	18,138 60
	<u>\$3,185,053 28</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$11,913,701 06
Less operating expenses (excluding all taxes).....	8,275,010 69
Net earnings from operation.....	<u>\$3,640,690 39</u>

Income from other sources as follows, viz.:

Rents.....	\$194,093 43
Interest and dividend received, less interest on notes paid.....	65,144 53
	189,237 96
Gross income from all sources.....	<u>\$3,829,928 35</u>

Deductions from income as follows, viz.:

Interest on funded debt due and accrued.....	\$80,000 00
Rentals.....	981,684 54
Taxes on property used in operation of road.....	98,877 80
Taxes on earnings and capital stock.....	507,886 19
Taxes other than above.....	5,198 93
	1,667,547 46
Net income from all sources.....	<u>\$2,160,380 89</u>

Payments from net income, as follows, viz.:

Dividends declared, 5 per cent on \$18,700,000 common stock; dividend declared, 5 per cent on \$23,375,000 common stock.....	2,108,760 00
Surplus for year ending June 30, 1892.....	<u>\$58,530 89</u>

General Income Account.

Surplus for year ending June 30, 1892.....	\$58,530 89
Surplus up to June 30, 1891.....	3,360,488 73
	<u>\$3,919,014 62</u>
Add difference between sale price of stocks owned and book (cost) value.....	\$32,943 78
Excess of receipts over expenses, Union Wharf Company.....	6,368 14
Dividends received on asset written off as worthless in a previous year.....	100 58
Amount received from speculating agent.....	499 45
	89,819 95
	<u>\$4,008,834 57</u>
Deduct worthless accounts written off.....	1,118 58
Total surplus June 30, 1892.....	<u>\$4,007,715 99</u>

DETAILED STATEMENT OF RENTALS.

Harlem River and Port Chester.....	\$170,000 00
Naugatuck.....	306,000 00
Boston and New York Air Line.....	146,690 00
Shore Line.....	100,000 00
New Haven and Northampton.....	386,946 54
Hartford and Connecticut Valley.....	39,048 00
Total amount of rentals deducted from income.....	<u>\$961,684 54</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$3,109,184 19		
Freight, local.....	1,791,752 04		
		\$4,900,936 22	\$4,900,936 22
Passengers, through.....	\$1,862,486 73		
Passengers, local.....	4,161,264 10		
	\$6,023,750 83		6,023,750 83
Mail.....	243,930 89		243,930 89
Express.....	340,979 48		340,979 48
<i>Miscellaneous, as follows, viz.:</i>			
Parlor and sleeping cars.....	\$227,939 11		
Excess baggage.....	42,616 18		
Passenger car mileage.....	12,846 53		
Miscellaneous passenger.....	11,216 90		
	294,618 72		294,618 72
Holisting.....	\$66,870 64		
Wharfage.....	12,825 98		
Miscellaneous freight.....	29,788 32		
		109,484 94	109,484 94
Total gross earnings.....	\$6,908,279 92	\$5,010,421 16	\$11,918,701 08

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$73,646 32	\$49,097 56	\$122,743 88
Steel rails laid 4,618.73 tons, cost \$104,930.07.			
Repairs of roadbed.....	478,306 91	518,871 26	797,178 17
Repairs of bridges (including culverts and cattle guards).....	112,933 33	75,288 89	188,222 22
Repairs of stations, shops, docks, etc.....	198,284 63	179,012 27	377,296 90
Repairs of fences.....	28,074 22	18,716 14	46,790 36
Other expenses for maintenance of way and structures.....	87,449 73	77,990 82	165,440 55
Total.....	\$978,665 14	\$718,976 94	\$1,697,642 08
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$376,116 49	\$180,334 04	\$556,450 53
Repairs of cars.....	359,049 84	327,769 70	686,819 54
Repairs of machinery and tools.....	23,284 46	29,757 74	53,042 20
Other expenses for maintenance of equipment.....	419 59	58,837 29	59,256 88
Total.....	\$758,870 38	\$596,698 77	\$1,355,569 15
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$391,154 94	\$158,983 39	\$550,138 33
Wages of engineers and firemen.....	309,236 17	203,296 17	512,532 34
Fuel for locomotives.....	405,630 84	321,708 51	727,339 35
Oil and waste.....	43,345 30	35,252 24	78,597 54
Water supply.....	4,506 60	16,239 06	20,745 66
Other train supplies or expenses.....	196,086 60	7,317 43	203,404 03
Wages of station agents and clerks.....	111,478 22	349,419 37	460,897 59
Wages for labor at stations.....	339,570 00	440,650 06	780,220 06
Station supplies.....	67,865 77	43,798 21	111,663 98
Wages of watchmen, flagmen and switchmen.....	132,722 32	188,763 69	321,486 01
Other expenses for conducting transportation.....	404 71	262,271 98	262,676 69
Total.....	\$2,072,008 47	\$2,268,300 06	\$4,340,308 53
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$107,672 17	\$78,360 44	\$186,032 61
General office expenses and supplies.....	5,048 00	3,865 33	8,913 33
Stationery and printing.....	42,980 37	28,908 28	71,888 65
Outside agencies and advertising.....	15,846 16		15,888 16
Rents.....	196,649 86	29,046 22	225,696 08
Legal expenses.....	38,992 08	17,808 44	56,800 52
Loss and damage of freight and baggage.....	965 07	3,104 54	4,069 61
Damage to cattle and property.....	3,821 97	3,137 54	6,959 51
Injuries to persons.....	47,186 94	33,216 46	80,403 40
Telegraph maintenance and operation.....	19,696 33	29,444 63	49,140 96
Mileage of cars of other companies (debit balance).....		164,979 74	164,979 74
Other general expenses.....	1,153 75	4,012 69	5,166 44
Total.....	\$479,086 60	\$400,379 28	\$879,465 88
Grand total operating expenses.....	\$4,288,655 59	\$3,984,355 10	\$8,273,010 69

NEW YORK, NEW HAVEN AND HARTFORD.

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General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$23,798,950 01
Cost of equipment		8,807,617 29
Other permanent investments, as follows, viz.:		
Stock of other companies	\$1,438,554 11	
Bonds of other companies	536,402 77	
		1,974,956 88
Current assets, as follows, viz.:		
Cash on hand	\$199,864 91	
Bills receivable	300 40	
Due by agents	123,617 09	
Open accounts	372,591 96	
Materials and supplies	632,366 96	
		1,328,740 92
		<u>\$31,000,265 10</u>
LIABILITIES.		
Capital stock		\$23,875,000 00
Funded debt		2,000,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued	\$6,666 67	
Dividends unpaid	3,747 00	
Audited vouchers and pay-rolls	764,298 86	
Open accounts	97,018 36	
Loans and bills payable	500,000 00	
Rentals due July 1	45,500 00	
Accrued rentals not yet due	193,101 19	
Credit balance	7,217 08	
		1,617,549 11
Profit and loss (surplus)		4,007,715 99
		<u>\$31,000,265 10</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	1,760,290	12,898,615	14,658,905
Number of passengers carried one mile	93,303,583	361,880,178	354,183,716
Number of tons of freight carried	2,493,814	1,638,663	4,132,477
Number of tons of freight carried one mile	214,125,377	66,350,302	280,475,679
Passenger train mileage			4,087,412
Freight train mileage			2,529,882
All other train mileage			1,558,503
Total train mileage			8,175,797

ITEM.	Earnings.	Expenses	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$6,903,279 92	\$4,233,655 59	\$2,614,624 33
Average per passenger carried	470	232	178
Average per passenger per mile	0194	0121	0073
Average per passenger train per mile	1 639	1 049	04
Freight earnings and expenses (including miscellaneous earnings)	5,010,421 16	3,964,355 10	1,066,066 06
Average per ton of freight carried	1 216	967	249
Average per ton of freight per mile	0178	0142	0036
Average per freight train per mile	1 980	1 575	405

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 2.00	Cents. 1.59	Cents. 1.7
Average rate received per mile per ton for carrying freight, all classes	1.45	2.70	1.75

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Woodlawn Junction, N. Y., to Springfield, Mass., single track.....	14.04	122.44	.....	.....	14.04	122.44
Branches or other roads, laid single track .....	.....	19.04	11.50	366.60	11.50	385.64
Total single track	14.04	141.48	11.50	366.60	25.54	508.08
Second track on main line	14.04	122.44	.....	.....	14.04	122.44
Second track branches or other roads .....	.....	1.00	11.50	54.88	11.50	55.88
Total second track	14.04	123.44	11.50	54.88	25.54	178.27
Third track on main line.....	9.87	21.48	.....	.....	9.87	21.48
Fourth track on main line	9.87	21.48	.....	.....	9.87	21.48
Total third and fourth tracks.....	19.74	42.96	.....	.....	19.74	42.96
Sidings and turnouts on main line	5.71	101.42	.....	.....	5.71	101.42
Sidings and turnouts on branches or other roads .....	.....	14.08	26.11	180.02	26.11	144.05
Total sidings and turnouts.....	5.71	115.45	26.11	180.02	31.82	245.47
Grand total of tracks, sidings and turnouts....	53.53	423.33	49.11	551.45	102.64	974.78
Laid with steel rail, main line.....	47.82	287.84	.....	.....	47.82	287.84
Laid with steel rail, branches or other roads....	.....	20.04	23.00	421.09	23.00	441.13
Laid with iron rail, branches or other roads....	.....	.....	.....	.84	.....	.84

Average life of rails—steel, 12 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 73½ lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
New Britain branch.	Berlin, Ct.....	New Britain, Ct.	.....	3.18	Owned.	.....	3.18	.....
Middletown branch.	Berlin, Ct.....	Middletown, Ct.	.....	9.70	Owned.	.....	9.70	.....
Hartford freight branch	Hartford, Ct.....	Hartford, Ct.....	.....	.84	Owned.	.....	.84	.....
Suffield branch	Windsor Locks, Ct.....	Suffield, Ct.....	.....	4.32	Owned.	.....	4.32	.....
Belle Dock branch ..	New Haven, Ct..	New Haven, Ct..	.....	1.00	Owned.	1.00	2.00	.....
Shore Line Railway.	New Haven, Ct..	New London, Ct.	.....	48.53	Leased.	37.98	56.46	.....
Boston & New York Air Line Railroad.	New Haven, Ct..	Willimantic, Ct..	.....	51.50	Leased.	.....	51.50	.....
Hartford and Connecticut Val. R.R.	Hartford, Ct.....	Fenwick, Ct.....	.....	46.20	Leased.	.....	45.86	.34
Naugatuck R. R.	Naugatuck Jc., Ct.....	Winsted, Ct.....	.....	56.55	Leased.	5.40	61.95	.....
New Haven and Northampton Co..	New Haven, Ct..	Conway Junc., Mass.....	.....	94.64	Leased.	.....	94.64	.....
New Hartford branch.	Farmington, Ct.	New Hartford, Ct.	.....	14.09	Leased.	.....	14.09	.....
Williamsburg branch	Mass.....	Williamsburg, Mass.....	.....	7.51	Leased.	.....	7.51	.....
Turners Falls branch	South Deerfield, Mass.....	Turner's Falls, Mass.....	.....	10.07	Leased.	.....	10.07	.....
Holyoke & Westfield Railroad.....	Holyoke, Mass..	Westfield, Mass.	.....	10.32	Leased.	.....	10.32	.....
Harlem River and Port Chester R. R..	Harlem River, N. Y. city	New Rochelle, N. Y.....	11.50	11.50	Leased.	11.50	23.00	.....
Stamford and New Canaan R. R.	Stamford, Ct.....	New Canaan, Ct.	.....	7.66	Leased.	.....	7.66	.....
Colchester Railway.	Turnersville, Ct.	Colchester, Ct..	.....	3.59	Leased.	.....	3.59	.....
Watertown and Waterbury R. R....	Watertown, Ct..	Waterbury, Ct..	.....	4.44	Leased.	.....	4.44	.....
Total.....	.....	.....	11.50	385.64	.....	55.83	441.13	.8

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet. In.</i>		<i>Feet. In.</i>
Iron bridges	20	1,671 4	266	24,494 9
Wooden bridges	11	880	95	5,040 10
Wooden trestles	7	8,922	64	83,183
Total	38	10,923 4	425	62,668 7

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	35	6	41	\$10,000	112,970	20	30	.....
Locomotives, 4 drivers.....	147	51	198	9,500	112,590	20	197	69
Total	182	57	239	.....	.....	.....	227	69
First-class passenger cars..	453	81	534	\$5,500	58,000	.....	534	504
Baggage, mail and express cars	102	23	125	2,000	50,000	.....	125	125
Total *	555	104	659	.....	.....	.....	659	629
Box freight cars.....	1,418	512	1,930	\$460	31,000	.....	128	233
Stock freight cars.....	3	1	4	450	22,000	.....	.....	.....
Coal freight cars.....	661	643	1,304	335	25,000	.....	.....	144
Flat freight cars.....	674	106	779	350	20,000	.....	.....	113
Caboose, 4-wheel cars	43	8	51	475	18,000	.....	.....	.....
Caboose, 8-wheel cars.....	25	7	32	650	22,000	.....	.....	.....
Service cars.....	321	181	452	.....	23,000	.....	34	34
Total	3,145	1,407	4,552	.....	.....	.....	162	524

Passenger cars are equipped with Westinghouse or Eames vacuum brake and Miller or Janney automatic coupler. Freight cars with Miller hook, Janney or Union coupler and Whittemore and ordinary draw-bars.
Split switches generally in use on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Length of steel rails laid during year in repairs, miles.....	.57	42.57
Roads crossing road at grade	1	13
Roads crossing road over or under grade	1	13
Way crossings at grade without protection	7	417
Way crossings at grade protected by gates or flagmen.....	6	84
Way crossings at grade, electric bells .....	.....	18
Way crossings over or under grade	43	307
Obstructions less than 20 feet above track	24	200

In addition to the above the company owns three tenths of twenty-two drawing room and sleeping cars in the Wagner Shore Line, one hundred and twenty-four two hundred and seventy-seconds of eleven baggage, nine smoking, two postal and nineteen passenger cars in Boston and New York Shore Line Express Line, and one hundred and eighty-eight two hundred and thirty-seconds of four passenger cars in the Colonial Express.

Passenger cars are heated by hot water which in turn is heated by steam applied outside of the car; lighted by oil lamps and gas and ventilated with hinged and pivoted dome sash and ventilators in dome.

The Adams Express Company runs over this line; the compensation paid by the express company is based on the space in the cars occupied by its express matter and varies from time to time as it occupies more or less space.

Sleeping and parlor cars are run over this line, some owned by this company, some by the Monarch Sleeping Car Company, some by the Boston and Albany Railroad Company, some by the New York and New England Railroad Company, some by the Housatonic Railroad Company and some by this company jointly with the Wagner Palace Car Company, the New York Providence and Boston Railroad Company and the Old Colony Railroad Company. The haulage of Monarch cars is compensated for by the haulage of this company's cars. Car service and other expenses are divided between this company and the Boston and Albany and New York and New England Railroad Companies on the mileage basis and the receipts and expenses of the Wagner Shore Line cars, are divided in proportion to each company's interest in the cars. When sleeping or parlor cars are owned by other companies they take the receipts. When by this and other companies the receipts are divided in proportion to each company's interest.

The Star Union Line freight cars and cars of the Red Line, White Line, Blue Line and of other transportation companies run over this road, and for the use of their cars this company pays mileage; the company charges for all repairs made on their cars. These transportation companies use cars furnished by themselves; neither their cars nor freight is given any preference in speed or order of transportation.

This company has no formal contract with the United States Government for transportation of mails, but takes the compensation allowed by law for their transportation.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	53,744	1.3
Grain	80,124	2.1
Meats and provisions	173,085	4.3
Live stock	39,614	1.
Lumber	304,988	7.4
Pig and bar iron and steel	56,007	1.4
Iron or other ores	179	.0
Coal and Coke	765,408	18.6
Petroleum and other oils	42,116	1.0
Manufactures	13,849	.3
All other merchandise	1,841,024	44.7
All other agricultural products	188,361	4.5
All other articles not included above	556,078	13.5
Total	4,120,477	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	10	2	12
Employees	132	28	160
Others	50	86	136
Total	192	116	308

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 7,896
 Aggregate amount of salaries and wages paid them during the year \$5,084,744 ⁸⁷

Officers of the Company.

Name.	Title.	Official Address.
CHARLES P. CLARK	President	New Haven, Conn.
LUCIUS TUTTLE	Vice-President and General Manager ..	New Haven, Conn.
WM. D. BISHOP, Jr.	Secretary	Bridgeport, Conn.
W. L. SQUIRE	Treasurer	New Haven, Conn.
H. M. KOCHERSPERGER	Comptroller	New Haven, Conn.
C. H. PLATT	General Superintendent	New Haven, Conn.
C. T. HEMPSTEAD	General Passenger Agent	New Haven, Conn.
N. A. WILLOOX	General Freight Agent	New Haven, Conn.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
E. H. TROWBRIDGE.....	New Haven, Conn.
WM. D. BISHOP.....	Bridgeport, Conn.
NATHANIEL WHEELER.....	Bridgeport, Conn.
HENRY C. ROBINSON.....	Hartford, Conn.
CHARLES F. CLARK.....	New Haven, Conn.
JOSEPH PARK.....	New York city.
CHAUNCEY M. DEFEW.....	New York city.
HENRY S. LEE.....	Springfield, Mass.
WILLIAM ROCKEFELLER.....	New York city.
LEVERETT BRAINARD.....	Hartford, Conn.
J. PERCIVAL MORGAN.....	New York city.
LUCIUS TUTTLE.....	New Haven, Conn.
GEORGE MACCULLOCH MILLER.....	New York city.

Title of company, New York, New Haven and Hartford Railroad Company.

General offices at New Haven, Conn.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, October 20.

For information concerning this report, address H. M. Kochersperger, Comptroller.

NEW YORK AND NORTHERN.

(Date of charter, October 10, 1887.)

This company is a reorganization of the New York City and Northern Railroad Company, formed under a plan and agreement, bearing date May 6, 1887, in conformity with the provisions of chapter 430 of the Laws of 1874, and chapter 446 of the Laws of 1878, of the State of New York.

A certificate of incorporation was filed October 10, 1887. The company holds the property of the Yonkers Rapid Transit Railway Company, New York division, and the Yonkers Rapid Transit Railway Company, under lease dated October 12, 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	80,000	\$3,000,000	60,000	\$6,000,000

Grand total of common and preferred stock now outstanding \$9,000,000

Number of stockholders 275

FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
1st mortgage	Oct. 1, 1887	40	p.c. 5	April & Oct.	\$1,200,000	\$1,200,000
2nd mortgage	Oct. 1, 1887	40	4	June & Dec.	3,200,000	3,200,000
Total					\$4,400,000	\$4,400,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Bridges	\$60,639 21	.....
Superstructure (including ties)	15,682 75	.....
Rails	7,354 92	.....
Fences	1,638 67	.....
Passenger and freight stations	8,724 55	.....
Shops, machinery and tools	265 18	.....
Engineering expenses	1,784 95	.....
Wharfing	3,242 35	.....
Total cost of road	\$99,332 58	.....
EQUIPMENT.		
Locomotives	\$49,171 14	.....
Passenger cars	64,642 17	.....
Freight and other cars	600 00	.....
Barges, floats and tugs	22,050 77	.....
Total cost of equipment	\$136,464 08	.....
Cost of reorganized road and equipment as reported June 30, 1891 .....	.....	\$13,266,517 63
Grand total cost of road and equipment	\$235,796 66	\$13,502,314 29

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Reconstruction of bridges, including abutments	\$60,639 21
New s dings, retaining walls and ballasting	15,682 75
New steel rails (less value of old)	7,354 92
New fences	1,638 67
New passenger and freight stations	8,724 55
New machinery	265 18
Engineering expenses (new surveys)	1,784 95
Additions to Pier 40, East river, New York city	3,242 35
New locomotives	49,171 14
New parlor cars, passenger coaches	64,642 17
New caboose car	600 00
New tug boat on account	\$1,575 00
New float	12,475 77
	22,050 77
	\$235,796 66

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$521,316 80
Less operating expenses (excluding all taxes)	431,594 88
Net earnings from operation	\$89,621 92
<i>Income from other sources, as follows, viz.:</i>	
Interest on deposits	444 34
Steam tug Dorothy	5,798 69
Gross income from all sources	\$95,864 85
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$184,666 66
Rentals	6,000 00
Taxes	20,054 40
Interest on current liabilities	3,118 75
On account of reconstruction of Croton lake bridge and approaches	21,534 65
	185,374 46
Deficit for year ending June 30, 1892	\$89,509 61
General Income Account.	
Deficit for year ending June 30, 1892	\$89,509 61
Deficit up to June 30, 1891	4,461 11
Total deficit June 30, 1892	\$93,971 72

DETAILED STATEMENT OF RENTALS.

Manhattan railway connection at One Hundred and Fifty-fifth street and Eighth avenue, New York city	\$6,000 00
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NEW YORK AND NORTHERN.

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Analysis of Gross Earnings and Operating Expenses. EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$45,887 80		
Freight, local.....	178,867 72		
Passengers, through.....	\$5,809 68	\$294,255 52	\$294,255 52
Passengers, local.....	276,694 99		
Mall.....	\$282,504 67		282,504 67
Express.....	3,538 28		3,538 28
	4,999 19		4,999 19
<i>Miscellaneous as follows, viz.:</i>			
Telegraph.....	1,845 73		1,845 73
Rents and privileges.....	4,573 41		4,573 41
Total gross earnings.....	\$296,961 28	\$294,255 52	\$521,216 80

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$35,181 43	\$10,682 42	\$45,863 85
Steel rails laid.....	88 47	88 76	127 23
Repairs of roadbed.....	258 26	92 60	350 86
Repairs of bridges (including culverts and cattle guards).....	6,068 19	3,608 17	9,671 36
Repairs of stations, shops, docks, etc.....	3,785 08	4,083 66	7,798 74
Repairs of fences.....	222 62	79 46	301 98
Other expenses for maintenance of way and structures.....	1,370 23	219 92	1,590 15
Total.....	\$46,954 18	\$18,749 29	\$65,703 87

Maintenance of equipment:

Repairs of locomotives.....	\$12,212 59	\$4,813 84	\$17,025 93
Repairs of cars.....	12,694 85	13,772 02	26,666 87
Repairs of machinery and tools.....	488 63	312 94	801 57
Other expenses for maintenance of equipment.....	5 70	918 87	924 57
Total.....	\$25,601 77	\$19,817 17	\$45,418 94

Conducting transportation:

Wages of conductors and men.....	\$26,007 27	\$15,214 60	\$41,221 87
Wages of engineers and firemen.....	27,444 07	10,824 73	38,268 40
Fuel for locomotives.....	45,595 25	23,610 45	73,205 70
Oil and waste.....	1,333 96	590 81	1,924 77
Water supply.....	1,094 20	57 60	1,151 80
Other train supplies or expenses.....	1,147 33	961 70	2,109 03
Wages of station agents and clerks.....	20,195 06	7,841 98	28,037 06
Wages for labor at stations.....	7,083 75	10,002 82	17,146 07
Floats, expenses of, including wages, fuel supplies, etc.....		11,972 45	11,972 45
Station supplies.....	3,640 01	792 32	4,432 33
Wages of watchmen, flagmen and switchmen.....	13,639 78	2,896 77	16,476 55
Rent of buildings, tracks, yards and terminals.....	4,613 58	19,694 05	24,397 63
Other expenses for conducting transportation.....	4,779 47	776 26	5,555 83
Total.....	\$160,614 35	\$105,226 14	\$265,840 49

General expenses:

Salaries of general officers and clerks.....	\$17,333 80	\$3,104 86	\$20,438 66
General office expenses and supplies.....	2,046 06	262 90	2,328 96
Stationery and printing.....	2,468 13	842 58	3,311 11
Outside agencies and advertising.....	4,145 78	5,380 68	9,526 41
Legal expenses.....	4,156 42	2,364 59	6,521 01
Loss and damage of freight and baggage.....	31 00	350 20	361 20
Damage to cattle and property.....	271 23	366 63	637 86
Injuries to persons.....	686 00	305 00	991 00
Telegraph maintenance and operation.....	3,460 35	356 50	3,816 85
Seizure of cars of other companies (debit balance).....		2,560 92	2,560 92
Other general expenses.....	2,575 91	1,562 29	4,138 20
Total.....	\$37,174 68	\$17,457 20	\$54,631 88
Grand total operating expenses.....	\$270,344 98	\$161,249 90	\$431,594 88

General Balance Sheet June 30, 1892.

ASSETS.			
Cost of road and equipment.....			\$13,502,314 29
<i>Other permanent investments, as follows, viz.:</i>			
Real estate mortgages.....			10,500 00
<i>Current assets, as follows, viz.:</i>			
Cash on hand.....	\$4,980 00		
Due by agents.....	12,394 00		
Open accounts.....	41,616 65		
Materials and supplies.....	35,084 52		
		96,805 17	
Profit and loss (deficiency).....		93,971 49	
			\$13,708,590 95
LIABILITIES.			
Capital stock.....			\$9,000,000 00
Funded debt.....			4,400,000 00
<i>Current liabilities, as follows, viz.:</i>			
Interest on funded debt due and accrued.....	\$39,916 66		
Audited vouchers and pay-rolls.....	41,526 64		
Open accounts.....	334 90		
Loans and bills payable.....	171,763 75		
		303,590 95	
			\$13,708,590 95

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	10,707	1,893,622	1,893,329
Number of passengers carried one mile.....	246,784	14,434,195	14,680,979
Number of tons of freight carried.....			218,510
Number of tons of freight carried one mile.....			8,255,188
Passenger train mileage.....			440,476
Freight train mileage.....			126,408
All other train mileage.....			10,734
Total train mileage.....			577,618

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$396,961 28	\$270,344 98	\$36,616 30
Average per passenger carried.....	1568	1433	014
Average per passenger per mile.....	0202	0175	0027
Average per passenger train per mile.....	6743	6137	0605
Freight earnings and expenses (including miscellaneous earnings).....	234,265 52	161,249 90	63,005 62
Average per ton of freight carried.....	1 0263	7379	2884
Average per ton of freight per mile.....	0371	0195	0076
Average per freight train per mile.....	1 77	1 27	50

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.36	Cents. 1.92	Cents. 1.1
Average rate received per mile per ton for carrying freight, all classes.....	2.87	2.66	2.7

NEW YORK AND NORTHERN.

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Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line laid from 155th street, N. Y. city, to Brewsters, single track.....	54.06	.....	54.06
Total of branches or other roads laid, single track.....	3.10	4.05	7.15
Total single track.....	57.16	4.05	61.21
Second track on main line.....	5.30	.....	5.30
Second track on branches or other roads.....	3.10	.....	3.10
Total second track.....	8.30	.....	8.30
Sidings and turnouts on main line.....	15.52	.....	15.52
Sidings and turnouts on branches or other roads.....	.30	.15	.35
Total sidings and turnouts.....	15.52	.15	15.67
Grand total of tracks, sidings and turnouts.....	80.98	4.20	85.18
Laid with steel rail, main line.....	54.06	.....	54.06
Laid with steel rail, branches or other roads.....	3.10	4.05	7.15

Average life of rails—steel, 15 years; iron, 5 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 78 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8 $\frac{1}{4}$ inches; ballasted with gravel, stone and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	FROM	TO	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Yonkers Branch.....	Van Cortland Junction ...	Yonkers.....	3.10	Owned	3.10	3.10
Mahopac Falls Railroad.....	Baldwin place	Mahopac mines.	4.05	Leased	.....	4.05

* BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges (including iron viaduct).....	37	Feet. 4,423
Wooden bridges (3 trusses and 12 pile bridges).....	14	2,606
Wooden trestles.....	8	3,346
Total	54	10,375

* Every opening over ten feet is included.

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	4	\$9,500	158,000	15	4	.....
Locomotives, 4 drivers	17	8,000	111,500	15	16	.....
Total	21	.....	.....	.....	20	.....
First-class passenger cars	54	\$4,000	40,000	15	54	27
Baggage, mail and express cars	1	8,000	50,000	15	1	1
Total	55	.....	.....	.....	55	28
Box freight cars	86	.....	18,500	10	.....	.....
Stock freight cars	2	.....	17,500	.....	.....	.....
Coal freight cars	159	.....	17,500	.....	.....	.....
Flat freight cars	37	.....	17,000	.....	.....	.....
Caboose, 4-wheel cars	3	.....	10,000	.....	.....	.....
Caboose, 8-wheel cars	1	.....	17,500	.....	.....	.....
Service cars	1	.....	18,500	.....	.....	.....
Total	290	.....	.....	.....	.....	.....

Passenger cars are equipped with Westinghouse air and Eames' vacuum brake and Miller coupler. No automatic brake or coupler on freight cars.

Lorenz safety switches are used at all points but seven, of which five are ordinary point switches and two are Wharton safety switches. No stub switches at any point, main track.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	1
Railroads crossing road over or under grade	3
Highway crossings at grade without protection	83
Highway crossings at grade protected by gates or flagmen	12
Highway crossings over or under grade	34
Overhead obstructions less than 20 feet above track	8

Passenger cars are heated by Gold's steam heater, lighted by oil lamps and ventilated in roofs of cars.

American Express Company runs over this road; pays one-third of gross earnings; guarantees \$4,000 per annum.

Parlor cars owned by company run over road at an additional charge of about three-fourths per cent per mile.

Contracts with United States government for transportation of mails on main line at \$3,368.56 per annum, from July 1, 1889, to June 30, 1893, and on the Mahopac branch \$169.71 per annum, from July 15, 1890, to June 30, 1893.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage	Per cent.
Flour	620	.3
Grain	25,274	11.6
Meats and provisions	688	.3
Milk	19,534	8.2
Live stock	139	.....
Lumber	4,252	1.9
Pig and bar iron and steel	439	.2
Iron or other ores	80,652	36.9
Coal and coke	17,515	8.
Petroleum and other oils	1,058	.5
Manufactures	15,475	7.1
All other merchandise	5,971	2.7
All other agricultural products	4,108	1.9
All other articles not included above	42,795	19.6
Total	218,510	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employees	5	1	6
Others	3	4	7
Total	9	5	14

EMPLOYEES.

Average number of persons employed (including officials) during the year 379
 Aggregate amount of salaries and wages paid them during the year \$244,102 71

Officers of the Company.

Name.	Title.	Official Address
B. S. HAYES	President	33 Nassau street, N. Y. city.
H. F. DIMOCK	Vice-President	Pier 11, North river, N. Y. city.
G. G. HAVEN, Jr.	Secretary and Treasurer	33 Nassau street, N. Y. city.
Wm. D. BASLEY	Auditor	Yonkers, N. Y.
H. H. VREELAND	General Superintendent	High Bridge, N. Y. city.
L. M. ALLEN	Gen. Freight and Pass. Agent	High Bridge, N. Y. city.
SHERMAN EVARTS	Attorney	52 Wall street, N. Y. city.

Directors of the Company.

Name.	Residence.
C. T. BARNEY	7 Wall street, N. Y. city.
J. J. BELDEN	Syracuse, N. Y.
A. M. BILLINGS	Chicago, Ill.
GEORGE COPPELL	24 Exchange place, N. Y. city.
THOMAS DENNEY	63 Cedar street, N. Y. city.
H. T. DIMOCK	Pier 11, North river, N. Y. city.
R. M. GALLOWAY	40 Wall street, N. Y. city.
G. G. HAVEN	33 Nassau street, N. Y. city.
R. S. HAYES	33 Nassau street, N. Y. city.
WM. MERTENS	50 Wall street, N. Y. city.
O. H. PAYNE	15 Broad street, N. Y. city.
Geo. W. SMITH	120 Broadway, N. Y. city.
WM. C. WHITNEY	15 Broad street, N. Y. city.

Title of company, The New York and Northern Railway Company.

General offices at 33 Nassau street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting in November.

For information concerning this report address, W. D. Basley, Auditor, Yonkers, N. Y.

NEW YORK, ONTARIO AND WESTERN.

(Date of charter, January 21, 1880.)

The New York, Ontario and Western Railway Company was formed January 21, 1880, upon reorganization of the New York and Oswego Midland Railroad, under chapter 430 of the Laws of 1874, of the State of New York, as amended by chapter 446 of the Laws of 1876, of said State.

The entire capital stock was issued pursuant to the plan of reorganization in payment of property and claims thereon, some of the persons who received new stock in exchange of securities of the old corporation paying an assessment thereon. The New York and Oswego Midland Railroad Company was organized under the General Railroad Law of the State of New York.

The New York, Ontario and Western Railway Company has trackage rights over the West Shore Railroad between Cornwall and Weehawken, a distance of 58.07 miles, subject only to payment of fixed tolls on its trains and actual cost of ferriage and terminal expenses on its passenger and freight business to New York city and points on the North and East rivers.

On June 1, 1886, it leased for a period of thirty-five years the Utica, Clinton and Binghamton and Rome and Clinch Railroads at a minimum rental of \$75,000 per annum.

On May 10, 1890, it leased the Ontario, Carbondale and Scranton Railway, Hancock Junction, N. Y., to Scranton, Pa., 54.05 miles, for a period of ninety-nine years, from June 1, 1890, lessee assuming payment of all taxes and interest on bonds; also agreeing to pay five per cent of gross earnings to the lessor company, and \$3,000 per annum for maintenance of organization of lessor company. Operation of this leased line began July 1, 1890.

On August 4, 1888, it leased for ninety-nine years, from October 1, 1888, the Wharton Valley Railway, an extension of its new Berlin branch, New Berlin to Edmeston, 6.8 miles, agreeing to pay as rental annually a sum equal to annual interest on the bonds outstanding of the lessor company, not exceeding, however, \$75,000; also paying \$300 per annum for maintenance of organization of lessor company; also paying principal of said bonds at maturity; also guaranteeing payment of principal and interest of said bonds by writing endorsed thereon.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		PREFERRED.	
	Number of shares.	Total Par value.	Number of shares.	Total Par value.
Authorized by law or charter	680,000	\$68,000,000 00	20,000	\$2,000,000
Issued for property under the reorganization plan	581,189.82	\$58,113,982 84	20,000	\$2,000,000
Cancelled by issue of first mortgage six per cent bonds in exchange			19,940	1,994,000
Total now outstanding	581,189.82	\$58,113,982 84	60	6,000
Grand total of common and preferred stock now outstanding				\$58,119,982 84
Number of stockholders				2,125

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Sept. 1, 1884	30	p. c. 6	Mar. 1, Sept. 1	\$4,000,000	\$3,984,000	\$3,997,308 20
Consolidated first mortgage	June 1, 1889	50	5	June 1, Dec. 1	10,000,000	5,800,000	4,876,500 00
*Refunding mortgage	June 1, 1892	100	4	Mar. 1, Sept. 1	20,000,000	3,850,000	2,967,698 06
						\$1,943,400	11,841,406 26
Deduct deposit with the Mercantile Trust Company (trustee under 6 per cent mortgage) of like amount 6 per cent bonds called for redemption Sept. 1, 1892						2,800,000	3,080,000 00
Total					\$34,000,000	\$10,634,000	\$8,761,406 26

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$20,813 86	.....
Bridges	26,204 69	.....
Superstructure (including ties)	17,074 61	.....
Rails	10,509 74	.....
Land and land damages	3,607 98	.....
Fences	1,881 58	.....
Passenger and freight stations	7,716 59	.....
Shops, machinery and tools	4,678 78	.....
Fuel and water stations	3,629 42	.....
Interest and discount charged to construction	848,112 49	.....
Coal terminals and transfers	90,901 41	.....
Zigzag tunnel	29,193 87	.....
Crematories	13,366 61	.....
Total cost of road to June 30, 1891 .....	.....	\$62,365,079 27
Total cost of road	\$1,077,560 63	\$63,442,639 90

* Of the refunding mortgage 4 per cent bonds \$5,500,000 to be used only for retirement of 6 per cent bonds, and \$7,000,000 reserved for retirement of 5 per cent bonds.

Cost of Road and Equipment—(Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives	\$2,096 86	.....
Passenger cars	8,968 20	.....
Freight and other cars	54,639 96	.....
Total cost of equipment to June 30, 1891 .....	.....	\$2,511,771 22
Total cost of equipment	\$60,699 51	\$2,572,470 73
Grand total cost of road and equipment	\$1,188,260 14	\$65,915,110 63

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Seven hundred and sixty-eight tons 67-pound steel rails laid in heavy grades in place of 56-pound steel, with fastenings	\$10,509 74
Four milk cars	3,879 27
Five passenger cars, on account	497 00
New power brakes to engines	2,096 36
Sundry improvements to passenger equipment	3,466 20
Amount paid on account 850 gondola cars under car trust agreement	\$48,085 68
Automatic couplers to freight cars	2,675 00
One-eleventh miles additional sidings and safety switches	50,760 68
Bridges, trestles, culverts, etc.	15,875 25
Passenger depots and freight houses	26,204 69
Grading, ditching, sloping cuts, etc.	7,716 59
Signals	20,813 86
Fencing	1,199 86
Workshops and machinery	1,831 58
Water and coal stations	4,678 78
Discount and commission on bonds sold, etc.	3,629 42
Coal terminals at Weehawken, Oswego and Cornwall, and coal transfers at Oneida and Rome	848,112 49
Zigzag tunnel	90,801 41
Creameries	29,128 87
Land and land damages	13,825 61
	8,607 98
	\$1,188,260 14

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$3,265,417 89
Less operating expenses (excluding all taxes)	2,359,645 86
Net earnings from operation	\$905,572 03

Income from other sources as follows, viz.:

Interest on bonds owned	\$75,000 00
Dividend on stocks owned	25 00
	75,025 00
Gross income from all sources	\$980,597 03

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$507,360 88
Rentals	176,584 81
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	101,220 53
* Sundry interest and discounts	11,568 43
	775,577 75
Surplus for year ending June 30, 1892	\$207,019 38

* Credit.

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1893.....	\$307,019 28
Surplus up to June 30, 1891.....	456,741 36
	<hr/> \$863,760 64
Balance at credit of profit and loss account at June 30, 1892.....	\$317,337 27
Deduct items carried directly to profit and loss during current year.....	16,217 13
	<hr/> 301,120 14
Total surplus June 30, 1892.....	<hr/> \$964,880 78

DETAILED STATEMENT OF RENTALS.

Utica, Clinton and Binghamton and Rome and Clinton Railroads.....	\$75,000 00
Wharton Valley Railway.....	3,750 00
Ontario, Carbondale and Scranton Railway.....	97,834 81
Total amount of rentals deducted from income.....	<hr/> \$176,584 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$355,299 89		
Freight, local.....	2,100,747 85		
		\$2,456,047 74	\$2,456,047 74
Passengers through.....	\$134,967 22		
Passengers, local.....	532,081 06		
	\$667,018 30		667,018 30
Mall.....	35,932 56		35,932 56
Express.....	69,179 72		69,179 72
Miscellaneous, as follows, viz.:			
Telegraph.....	\$6,590 90		
News service.....	1,411 69		
Sundries.....	29,236 98		
	14,395 71	22,843 86	37,239 57
Total gross earnings.....	<hr/> \$786,526 29	<hr/> \$2,478,891 60	<hr/> \$3,265,417 89

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$30,535 38	\$215,717 69	\$246,253 07
Repairs of bridges (including culverts and cattle guards).....	5,911 30	41,760 52	47,671 82
Repairs of stations, shops, docks, etc.....	1,792 75	12,664 89	14,457 64
Repairs of fences.....	526 00	3,715 94	4,241 94
Other expenses for maintenance of way and structures.....	8,383 29	59,223 91	67,607 20
Total.....	<hr/> \$47,148 72	<hr/> \$333,082 95	<hr/> \$380,231 67

Maintenance of equipment:

Repairs of locomotives.....	\$54,041 58	\$94,915 37	\$148,956 95
Repairs of cars.....	54,850 87	134,593 56	189,444 43
Repairs of machinery and tools.....	12,604 75	29,407 03	42,011 78
Other expenses for maintenance of equipment.....	949 00	6,704 27	7,653 27
Total.....	<hr/> \$122,446 20	<hr/> \$265,620 23	<hr/> \$388,066 43

Conducting transportation:

Wages of conductors and men.....	\$78,151 75	\$137,261 02	\$215,412 77
Wages of engineers and firemen.....	70,539 73	124,418 63	195,258 36
Fuel for locomotives.....	94,932 30	213,555 05	308,487 35
Oil and waste.....	6,590 30	16,073 84	22,964 04
Water supply.....	1,759 11	12,427 24	14,186 35
Other train supplies or expenses.....	4,365 93	30,843 19	35,209 12
Wages of station agents and clerks and for labor at stations.....	16,297 88	115,843 12	132,241 00
Station supplies.....	10,944 31	24,544 31	35,488 62
Wages of watchmen, flagmen and switchmen.....	5,375 30	41,506 22	47,881 52
Terminal expenses.....	3,617 25	144,825 98	148,443 23
Other expenses for conducting transportation.....	50,037 85	94,961 09	144,998 94
Total.....	<hr/> \$343,811 51	<hr/> \$956,259 72	<hr/> \$1,300,071 23

Analysis of Gross Earnings and Operating Expenses — (Continued)

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$26,073 70	\$45,794 28	\$71,867 98
General office expenses and supplies.....	6,489 80	11,898 30	17,888 10
Stationery and printing and outside agencies and advertising.....	2,792 86	4,747 14	7,450 00
Legal expenses.....	3,524 58	6,190 37	9,714 95
Loss and damage of freight and baggage, and damage to cattle and property.....	1,713 82	12,107 27	13,821 09
Injuries to persons.....	14,867 97	26,113 80	40,981 77
Telegraph maintenance and operation.....	5,107 54	36,082 19	41,189 83
Mileage of cars of other companies (debit balance).....	2,675 54	53,351 73	56,027 27
Other general expenses.....	6,815 02	25,720 22	32,535 24
Total.....	\$60,971 73	\$221,504 80	\$282,476 53
Gross and total operating expenses.....	\$583,378 16	\$1,776,467 70	\$2,359,845 86

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$63,342,639 90
Cost of equipment.....		2,572,470 73
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies.....	\$1,571,830 00	
Bonds of other companies.....	1,501,500 00	
Steam excavators.....	7,500 00	
		3,080,330 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$50,587 86	
Bills receivable.....	560,538 84	
Due by agents.....	201,721 58	
Open accounts.....	805,754 02	
Materials and supplies.....	173,951 41	
Sinking fund.....	280,000 00	
Accrued interest.....	6,250 00	
		2,118,603 71
		\$71,114,044 34
LIABILITIES.		
Capital stock.....		\$58,119,988 84
Funded debt.....		10,634,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$116,935 83	
Audited vouchers and pay-rolls.....	335,416 79	
Open accounts.....	384,729 58	
Loans and bills payable.....	355,178 32	
Wharton Valley railway construction fund.....	55,263 57	
Hancock and Pennsylvania railroad construction fund.....	147,656 63	
		1,395,180 72
Profit and loss (surplus).....		964,860 78
		\$71,114,044 34

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	38,875	1,091,508	1,060,383
Number of passengers carried one mile.....	11,851,158	25,155,737	87,006,685
Number of tons of freight carried.....	810,698	1,775,141	2,085,769
Number of tons of freight carried one mile.....	48,562,539	215,276,577	263,839,116
Passenger train mileage.....			949,322
Freight train mileage.....			1,667,655
All other train mileage.....			114,994
Total train mileage.....			2,731,971

REPORT OF THE RAILROAD COMMISSIONERS.

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$786,526 29	\$588,378 16	\$208,148 13
Average per passenger carried.....	741	55	191
Average per passenger per mile.....	0213	0158	0055
Average per passenger train per mile.....	898	614	214
Freight earnings and expenses (including miscellaneous earnings).....	2,478,891 60	1,776,467 70	702,423 90
Average per ton of freight carried.....	1 19	85	34
Average per ton of freight per mile.....	00989	00673	00316
Average per freight train per mile.....	1 49	1 07	42

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first class.....	Cents. 1.812	Cents. 2.114	Cents. 2.57
Average rate received per mile for carrying passengers, second-class.....	1.105	.....	1.105
Average rate received per mile for carrying passengers, all classes.....	1.189	2.114	1.808
Average rate received per mile per ton for carrying freight, all classes.....	.731	.975	.999

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Cornwall to Oswego, single track.....	271.75	.....	.....	271.75	271.75
Branches or other roads, laid single track.....	47.02	53.79	104.54	100.81	151.56
Total single track.....	318.77	53.79	104.54	372.56	423.31
Second track on branches or other roads.....	.....	.....	2.00	.....	2.00
Sidings and turnouts on main line.....	89.91	.....	.....	89.91	89.91
Sidings and turnouts on branches or other roads.....	3.75	30.06	33.65	33.81	37.40
Total sidings and turnouts.....	93.66	30.06	33.65	106.72	127.31
Grand total of tracks, sidings and turnouts.....	405.43	73.85	140.19	479.28	550.62
Laid with steel rail, main line.....	271.75	.....	.....	271.75	271.75
Laid with steel rail, branches or other roads.....	47.02	53.79	104.54	100.81	151.56

Average life of rails — steel, 18 years; average life of ties, 8 years; weight of rails per yard — steel, maximum, 67 lbs.; minimum, 56 lbs.; gauge of track 4 feet 8½ inches; ballasted with gravel.

NEW YORK, ONTARIO AND WESTERN.

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Details of Branches or Other Roads.

NAME OF BRANCH OF ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Ellenville.....	Summitville.....	Ellenville.....	7.80	7.80	Owned.	.....	7.80
Delhi.....	Walton.....	Delhi.....	16.84	16.84	Owned.	.....	16.84
New Berlin.....	New Berlin Jc.....	New Berlin.....	22.38	22.38	Owned.	.....	22.38
Wharton Valley.....	New Berlin.....	Edmeston.....	6.80	6.80	Leased.	.....	6.80
Utica, Clinton and Binghamton.....	Randallville.....	Utica.....	31.30	31.30	Leased.	.....	31.30
Rome and Clinton.....	Clinton.....	Rome.....	12.78	12.78	Leased.	.....	12.78
Ontario, Carbondale and Scranton.....	Hancock Junction	Scranton.....	2.91	58.66	Leased.	2.00	53.66

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges.....	68	12,141	108	15,438
Wooden bridges.....	78	4,476	78	4,485
Wooden trestles.....	116	30,488	131	22,906
Total.....	259	37,105	406	42,910

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	28	.....	28	.....	170,000	27	.....
Locomotives, 6 drivers.....	48	.....	48	.....	135,000	42	.....
Locomotives, 4 drivers.....	33	.....	33	.....	109,300	33	1
Locomotives, shifters.....	4	.....	4	.....	84,800	4	.....
Total.....	113	.....	113	.....	.....	106	1
First-class passenger cars.....	49	.....	49	\$6,000	54,300	49	49
Second-class passenger cars.....	38	.....	38	3,500	44,300	38	38
Baggage, mail and express cars.....	25	.....	25	2,500	38,600	25	25
Total.....	112	.....	112	.....	.....	112	112
Box freight cars.....	664	.....	664	\$645	22,900	.....	124
Stock freight cars.....	64	.....	64	690	20,450	.....	5
Coal freight cars.....	2,287	850	3,137	513	18,535	.....	2,396
Flat freight cars.....	646	.....	646	435	16,980	.....	59
Milk freight cars.....	33	.....	33	1,320	31,000	33	33
Dump freight cars.....	20	.....	20	968	9,000	.....	.....
C. ome, 4-wheel cars.....	30	.....	30	597	14,300	.....	16
C. ome, 8-wheel cars.....	12	.....	12	1,466	31,100	.....	9
D. ick cars.....	3	.....	3	1,354	24,500	.....	.....
T. cars.....	3	.....	3	2,400	27,700	.....	.....
si w plow.....	5	.....	5	1,730	51,000	.....	.....
otal.....	3,767	850	4,617	.....	.....	33	2,640

passenger cars equipped with Westinghouse automatic brake and Miller platform and
 der, freight cars with hand brake and Master Car Builders' standard drawbar and auto-
 e coupler
 nt switches used exclusively on road.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	1,396	1,400.1
Length of steel rails laid during year in repairs, miles.....	7.29	7.29
Railroads crossing road at grade.....	9	11
Railroads crossing road over or under grade.....	7	22
Highway crossings at grade without protection.....	350	388
Highway crossings at grade protected by gates or flagmen.....	24	29
Highway crossings over or under grade.....	56	69
Overhead obstructions less than twenty-feet above track.....	30	41

Passenger cars are heated by steam, McElroy system; lighted by lamps and Frost dry carburetter system, and ventilated by tilting sash in upper deck, registers in upper deck and ventilators in hoods.

National Express Company operates over the line; rates shall not be less than first-class rates as per company's freight tariff. The railway company receives 50 per cent of the express company's receipts for all goods, excepting only packages of money, jewelry, etc.

Pullman's sleeping and parlor cars run over road. The railway company pays three cents per mile for use of cars. Pullman's company receives all Pullman car fares, which amount to six mills per mile for long distances; one cent to three quarters of a cent per mile for short distances.

In some cases the railway company maintains cars in lieu of paying mileage to Pullman's company. Amount paid Pullman's company during year, \$2,986.35.

Fast freight lines, Ontario Despatch and Soo line run over road. These lines have no separate organization. Each railroad company in interest furnishes its quota of cars on mileage basis. Rates of mileage of cars and maintenance of same are same as on other cars interchanged. No preference in speed or order of transportation.

No special contract for handling mails. Railway company paid by standing rates based upon weights of mails carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	27,897	1.34
Grain	78,896	3.53
Meats and provisions	17,397	.86
Live stock	6,422	.31
Lumber	67,137	3.23
Pig and bar iron and steel	35,443	1.70
Iron or other ores	68,001	3.22
Coal and coke	1,292,555	61.97
Petroleum and other oils	109,883	5.27
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	92,876	4.45
All other manufactures	38,059	1.83
All other merchandise	64,317	3.08
All other agricultural products	87,937	4.22
All other articles not included above	104,450	5.00
Total	2,085,769	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	.....	.....
Employees	45	19	.....
Others	7	7	.....
Total	55	26	.....

EMPLOYES.

Average number of persons employed (including officials) during the year 1
 Aggregate amount of salaries and wages paid them during the year..... \$1,396,43

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
THOMAS P. FOWLER.....	President.....	56 Beaver street, New York city.
JOHN B. KERR.....	Vice-President and General Counsel.....	56 Beaver street, New York city.
JOSEPH PRICE.....	Vice-President.....	5 and 6 Great Winchester street, London, England
RICHARD D. RICKARD.....	Secretary and Treasurer.....	56 Beaver street, New York city.
JAMES E. CHILDS.....	General Manager.....	56 Beaver street, New York city.
JAMES C. ANDERSON.....	General Freight and Passenger Agent.....	56 Beaver street, New York city.
GEORGE W. WEST.....	Supt. Motive Power.....	Middletown, N. Y.
E. CANFIELD.....	Chief Engineer.....	Middletown, N. Y.
C. W. LANPHER.....	Supt. of Transportation.....	Norwich, N. Y.
CHARLES A. DRAPER.....	Purchasing Agent and Paymaster.....	56 Beaver street, New York city.
JOHN FLEMING.....	Transfer Agent.....	56 Beaver street, New York city.
ENGLISH ASSOCIATION OF AMERICAN BOND AND SHAREHOLDERS.....	Transfer Agent.....	5 and 6 Great Winchester street, London, England.
MERCANTILE TRUST COMPANY.	Registrars of Stock.....	120 Broadway, New York city; 6 Lombard street, London, Eng.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
THOMAS P. FOWLER.....	89 East Sixty-eighth street, New York city.
JOSEPH PRICE.....	5 and 6 Great Winchester st., London, Eng.
SAMUEL BAITON.....	351 Madison avenue, New York city.
FRANCIS H. CULBERT.....	Newburgh, N. Y.
RICHARD IRVIN.....	19 William street, New York city.
JOHN B. KERR.....	15 West Eleventh street, New York city.
JOHN GREENOUGH.....	2 Nassau street, New York city.
WILLIAM H. PAULDING.....	2 East Forty-second street, New York city.
ALBERT S. ROE.....	321 Produce Exchange, New York city.
EBEN K. SIBLEY.....	180 Broadway, New York city.
CHARLES S. WHELEN.....	809 Walnut street, Philadelphia, Pa.
HARRY PEARSON.....	74 Portadown Road, London, (W.), Eng.
CHARLES J. RUSSELL.....	6 Austin Friars, E. C., London, Eng.

Title of company, New York, Ontario and Western Railway Company.

General offices at 56 Beaver street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Wednesday in September.

For information concerning this report, address Richard D. Rickard, Secretary and Treasurer.

NEW YORK, PENNSYLVANIA AND OHIO.**LESSOR.**

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

The New York, Lake Erie and Western Railroad Company, under an indenture dated 30th of April, 1883, leased for a term of ninety-nine years, commencing on the first of May, 1883, the main line, branches and leased lines of this company with its fixtures and equipment, and has operated the said railroad since that time.

The rental under the lease is based upon earnings.

NOTE.—There is outstanding the sum of \$19,104,359 25 of deferred warrants issued for unearned interest on the first mortgage bonds, which will become funded debt when the bonds are issued for the warrants, in accordance with the provisions of the first mortgage.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter.....	700,000	\$35,000,000	200,000	\$10,000,000
Issued for part payment of property purchased and now outstanding.....	699,987	\$4,999,350	200,000	10,000,000

Total of common and preferred stock now outstanding..... \$44,999,350

REPORT OF THE RAILROAD COMMISSIONERS.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
Prior lien bonds.....	May 5, 1880	15	P. C.	Mar. 1 & Sept. 1	\$8,000,000	\$8,000,000
First mortgage bonds.....	May 6, 1880	25	6	Jan. 1 & July 1	44,835,000	44,835,000
Second mortgage bonds.....	May 7, 1880	30	5	May 1 & Nov. 1	14,500,000	14,500,000
Third mortgage bonds.....	May 7, 1880	35	5	May 1 & Nov. 1	30,000,000	30,000,000
Total					\$96,835,000	\$96,835,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$45,175 67	\$501,067 36
Bridges		16,023 51
Rails		68,750 24
Land and land damages	9,044 80	130,848 98
Fences	1,414 68	7,721 39
Passenger and freight stations.....	15,304 82	180,436 85
Engine and car houses.....	50 98	3,239 94
Shops, machinery and tools.....		20,126 06
Fuel and water stations	8,596 01	27,659 14
Engineering expenses.....	974 99	12,981 94
Road built by contract		88,708 50
Purchase of constructed road.....	2,364,089 27	160,998,751 42
Telegraph line	8,694 46	12,705 38
Ore dock improvements.....		46,871 15
Interlocking apparatus	10,032 62	49,136 50
Other items	17,756 89	47,196 54
Total cost of road	\$2,471,044 27	\$162,211,700 89
EQUIPMENT.		
Locomotives		\$5,217 79
Mail, baggage and express cars		1,463 52
Freight and other cars.....		8,644 35
Total cost of equipment		\$15,315 06
Grand total cost of road and equipment	\$2,471,044 27	\$162,227,016 55

Income Account for Year Ending June 30, 1892.

Percentage of gross earnings received from lessee	\$2,382,007 33
Less general expenses (excluding all taxes)	56,848 31
Net earnings.....	\$2,225,659 02

Income from other sources, as follows, viz.:

Sharon railway stock	\$2,340 00
Rent of equipment on ore docks, Cleveland.....	22,506 12
Interest on New York, Pennsylvania and Ohio Railroad Company equipment trust, 1890.....	9,961 00
Interest on Chicago and Erie railroad bonds	3,480 00
Interest and exchange.....	2,840 75
	40,928
Gross income from all sources.....	\$2,266,586

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$1,214,684 62	
Rentals paid by this company	602,377 74	
Taxes on earnings and capital stock	2,118 75	
Taxes other than above	2,528 16	
Hire of cars under car trust	22,700 00	
Hire of locomotives	12,175 56	
Hire of refrigerator cars	40,661 79	
New York, Pennsylvania and Ohio Railroad Company equipment trust, 1890	102,099 11	
General expenses	9,157 06	
London agency expenses	27,857 12	
Settlement of business prior to May 1, 1888	8,653 56	
Special trust for additions	96,893 14	
Special trust for special additions	23,520 76	
Special trust for Sharon railway stock	2,397 32	
Special trust for contingent liabilities	5 50	
Special trust to meet payment, account capital	6,106 92	
London equipment trust	97,247 28	
		<u>\$2,371,184 89</u>

Deficit for year ending June 30, 1892..... \$4,598 50

General Income Account.

Deficit for year ending June 30, 1892.....		\$4,598 50
Surplus up to June 30, 1891.....	\$305,098 17	
Returned to income from special fund	30,775 54	
		<u>335,873 71</u>
Total surplus June 30, 1892		<u>\$331,275 21</u>

DETAILED STATEMENT OF RENTALS.

Cleveland and Mahoning Valley railway lines	\$514,180 00
Sharon railway	36,426 00
Western railroad	4,000 00
New Castle and Shenango Valley railroad	13,586 58
Rent of water rights	107 50
Rent of docks, lots, etc.	34,097 66
Total amount of rentals deducted from income	<u>\$602,377 74</u>

General Expenses.

Salaries of general officers and clerks.....	\$42,918 81
General office expenses and supplies	4,011 75
Legal expenses	9,417 75
Total	<u>\$56,348 31</u>

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road.....	\$163,211,700 89
Cost of equipment	15,315 66

Other permanent investments, as follows, viz.:

Stock of other companies	\$39,000 00
Bonds of other companies.....	58,000 00
	<u>97,000 00</u>

Current assets, as follows, viz.:

Cash on hand.....	\$100,653 98
Bills receivable.....	1,200 00
Open accounts.....	1,057,756 38
	<u>1,159,610 31</u>
	<u>\$163,483,626 86</u>

LIABILITIES.

Capital stock	\$44,999,350 00
Funded debt.....	96,835,000 00
Deferred warrants.....	19,104,269 25

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$796,041 19
Undited vouchers and pay-rolls	12,939 95
Open accounts.....	35,438 16
	<u>844,419 30</u>
Special fund for additions.....	1,020,388 15
Special fund for special additions.....	81,353 35
Special fund for Sharon railway stock	44,178 77
Special fund for contingent liabilities	168,334 88
Special fund to meet payments, account capital	55,067 95
Profit and loss (surplus)	331,275 21
	<u>\$163,483,626 86</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address</i>
CHARLES E. WHITEHEAD.....	President	71 Wall street, New York city.
JOHN TOD.....	Vice-President	Cleveland, O.
E. TUPPER.....	Secretary	Cleveland, O.
E. R. PERKINS	Treasurer.....	Cleveland, O.
J. T. WANN.....	Auditor.....	Cleveland, O.
RUSSELL & RICE	General Counsel.....	Cleveland, O.

Directors of the Company.

<i>Name.</i>	<i>Residence</i>
CHARLES E. WHITEHEAD	New York city.
JOHN TOD.....	Cleveland, O.
E. R. PERKINS	Cleveland, O.
SAMUEL MATHER	Cleveland, O.
W. J. MCKINNEY.....	Cleveland, O.
FAYETTE BROWN	Cleveland, O.
JOHN T. WANN	Cleveland, O.
J. M. FERRIS	Toledo, O.
E. J. BARNEY	Dayton, O.
H. B. PERKINS	Warren, O.
LEWIS MILLER	Akron, O.
E. A. WHEELER.....	Sharon, Pa.
SIMON PERKINS	Sharon, Pa.

Title of company, New York, Pennsylvania and Ohio Railroad Company.

General office at Cleveland, O.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday of October.

For information concerning this report address J. T. Wann, Auditor.

NEW YORK, PENNSYLVANIA AND OHIO.

LESSEE.

For all details of operation, etc., not herein embraced, see report of New York, Lake Erie and Western, *ante*.

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	278,899	1,578,162	1,857,061
Number of passengers carried one mile.....	31,794,407	48,072,976	79,867,383
Number of tons of freight carried	5,723,264	2,193,713	7,916,977
Number of tons of freight carried one mile	884,137,338	161,522,226	985,659,564
Passenger train mileage .....	.....	.....	1,736,921
Freight train mileage .....	.....	.....	5,370,883
All other train mileage.....	.....	.....	1,731,637
Total train mileage.....	.....	.....	8,738,841

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$1,730,470 69	\$1,060,860 80	\$669,609 89
Average per passenger carried	93	57	36
Average per passenger per mile	0217	0133	008
Average per passenger train per mile.....	1 00	61	39
Freight earnings and expenses (including miscellaneous earnings)	5,633,030 04	4,229,864 68	1,403,174 36
Average per ton of freight carried.....	71	53	18
Average per ton of freight per mile	00571	00429	001
Average per freight train per mile.....	1 07	80	27

Traffic and Mileage Statistics—(Continued).

ITEM. Computed on earnings from carrying passen- gers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying pas- sengers, first-class.....	1.560	2.181	1.929
Average rate received per mile for carrying pas- sengers, second-class.....	1.562	1.500	1.539
Average rate received per mile for carrying pas- sengers, all classes.....	1.560	2.074	1.869
Average rate received per mile per ton for car- rying freight, all classes.....	.506	1.042	.562

Description of Road and Equipment.

TRACK.	MILES OWNED AND LEASED.	
	Length in N. Y. State.	Entire length.
Main line laid from Salamanca, N. Y., to Dayton, O., single track	49.24	398.04
Branches, or other roads, laid single track .....	.....	208.47
Total single track	49.24	596.51
Second track on branches, or other roads .....	.....	55.78
Sidings and turnouts on main line	23.57	162.89
Sidings and turnouts on branches or other roads .....	.....	183.53
Total of sidings and turnouts.....	23.57	296.41
Grand total of tracks, sidings and turnouts	72.81	948.70
Laid with steel rail, main line.....	49.24	388.04
Laid with steel rail, branches, or other roads, including second track .....	.....	259.94
Laid with iron rail, branches, or other roads.....	.....	4.31

Average life of rails—steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 68½ lbs.; minimum, 56 lbs; iron, maximum, 60 lbs.; minimum, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel (66 per cent), slag (36 per cent) and other material (8 per cent).

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Franklin branch	Buchanan Jc., Pa.	Oil City, Pa.....	33.78	Owned.	.....	33.78	.....
Silver Creek branch.....	Silver Cr'k Jc., O.	Coal Mines, O...	5.63	Owned.	.....	5.63	.....
Total owned.....	.....	.....	39.41	.....	.....	39.41	.....
Cleveland and Mahoning Valley Railroad	Cleveland, O.....	Penna. and Ohio State line.....	80.86	Leased.	55.78	136.64	.....
Miles & New Lisbon R. R.	Niles, O.....	Three miles so of New Lisbon, O.	36.27	Leased.	.....	36.27	.....
Liberty and Vienna R. R.	Mosier, O.....	Coal mines, be- low Vienna, O.	6.78	Leased.	.....	4.41	2.37
Sterman Railway.....	Penna. and Ohio State line.....	Sharon, Pa.....	2.09	Leased.	.....	2.09	.....
Iron Railway.....	Sharon, Pa.....	Pymatuning Junction, Pa...	7.93	Leased.	.....	7.93	.....
Iron R'y, Middlesex Br.	Ferrona Jc., Pa...	W. Middlesex, Pa	6.86	Leased.	.....	6.86	.....
Iron R'y, Sharpsville Br.	Boyce Junc., Pa...	Sharpsville, Pa.	1.56	Leased.	.....	1.56	.....
Chango Valley Railroad.	W. Middlesex, Pa.	New Castle, Pa.	16.73	Leased.	.....	16.73	.....
Youngstown and Austin- town Railroad.....	Youngstown, O...	Leadville Mines, O.	8.87	Leased.	.....	1.93	1.94
Youngstown and Austin- town R.R., Manning Br.	Manning Junc., O.	Tip'cnoe M'ns, O.	6.11	Leased.	.....	6.11	.....
Total leased .....	.....	.....	169.06	.....	55.78	220.53	4.31
Total branches .....	.....	.....	208.47	.....	55.78	259.94	4.31

Description of Road and Equipment — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges.....	18	1,311.	108	13,315
Wooden bridges.....			5	1,100
Wooden trestles.....	2	310	79	7,008
Total.....	15	1,521	187	20,323

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	45	30	75	\$10,000	165,000	57	.....
Locomotives, 6 drivers.....	24	17	41	9,000	191,000	33	.....
Locomotives, 4 drivers.....	133	5	138	7,000	142,000	97	.....
Total.....	202	52	254	.....	.....	187	.....
First-class passenger cars.....	59	.....	59	\$5,000	40,000	59	59
Second-class passenger cars.....	41	.....	41	3,000	40,000	33	33
Baggage, mail and express cars.....	45	.....	45	1,500	32,000	45	45
Total.....	145	.....	145	.....	.....	142	142
Box freight cars.....	3,356	390	3,656	\$500	.....	4	418
Stock freight cars.....	488	300	788	425	.....	.....	59
Coal freight cars.....	2,959	2,285	5,244	450	.....	.....	1,055
Flat freight cars.....	402	.....	402	300	.....	.....	18
Caboose, 4-wheel cars.....	19	18	34	500	.....	.....	1
Caboose, 6-wheel cars.....	87	.....	87	800	.....	.....	.....
Service cars.....	18	.....	18	750	.....	.....	3
Total.....	7,334	2,900	10,234	.....	.....	4	2,155

Passenger cars are equipped with Westinghouse air brake and Janney Buhaup coupler and buffer, and Westinghouse air brake and Master Car Builders' type coupler on freight cars. Split switches in use on all of main track.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	51	530
Railroads crossing road at grade.....	3	47
Railroads crossing road over or under grade.....	.....	.....
Highway crossings at grade without protection.....	33	.....
Highway crossings at grade protected by gates or flagmen.....	12	.....
Highway crossings over or under grade.....	3	.....
*Overhead obstructions less than twenty feet above track.....	.....	.....

Passenger cars are heated by steam, lighted by Pintsch gas and oil lamps and ventilated by ordinary ventilators.

* Nearly all are of this class, but height is being increased as fast as the overhead structures are being renewed.

Description of Freight Moved.

ITEM.	Tonnage.	Per cent.
Flour	208,841	2.57
Grain	449,576	5.68
Meats and provisions	249,975	3.16
Livestock	73,268	.93
Lumber	899,079	4.91
Pig and bar iron and steel	729,457	9.21
Iron or other ores	1,084,008	13.06
Coal and coke	2,789,074	35.23
Petroleum and other oils	226,577	2.86
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	10,405	.13
All other manufactures	726,007	9.17
All other merchandise	268,971	3.33
All other agricultural products	208,347	2.63
All other articles not included above	564,398	7.13
Total	7,918,777	100

NUMBER OF ACCIDENTS.

	Injured	Killed.	Total.
Passengers	75	23	97
Employees	541	21	562
Others	66	20	95
Total	682	73	754

EMPLOYEES.

Average number of persons employed (including officials) during the year 5,552
 Aggregate amount of salaries and wages paid them during the year \$3,277,841 27

For information concerning this report address A. R. Macdonough, Secretary, New York, Lake Erie and Western Railroad Company, lessee, 21 Cortlandt street, New York city.

NEW YORK AND ROCKAWAY BEACH.

(Date of charter, August 19, 1887.)

The New York, Woodhaven and Rockaway Railroad Company was organized March 21, 1877, under and pursuant to the General Railroad Law of the State of New York, passed April 2, 1850. Having constructed its road from a point on the Brooklyn and Montauk railroad near Glendale to and across Jamaica bay to Rockaway beach, and westwardly along the said beach to its present terminus, all in the county of Queens, the same, with its equipment and appurtenances, was sold June 28, 1887, unto Austin Corbin, J. Roger Maxwell, Henry W. Maxwell, Henry Graves and Stephen A. Caldwell under and pursuant to the judgment and decree of the Supreme Court of New York, dated May 4, 1887, filed in the county clerk's office of the said county of Queens, and made and entered at the suit of the Metropolitan Trust Company of the city of New York, as trustee, to enforce the lien of a certain mortgage made by the said railroad company. Under and pursuant to the provisions of chapter 430, Laws of 1874, the present company was organized by the purchasers and their associates, to hold and possess the title, property, right, privileges and franchises which were lately of the said railroad company, on August 19, 1887, and entered into possession and control of the same on September first, following.

September 1, 1887, by contract with the Long Island Railroad Company, this company acquired the right to operate its trains to Long Island City and Bushwick, and by the same contract leased the Rockaway branch railroad from Ham nels station to Far Rockaway.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding.....	10,000	\$1,000,000

Number of stockholders..... 67

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.
			Rate.	When payable.		
First mortgage	Sept. 1, 1887	40	p. c.	Mar. & Sept.	\$1,000,000	\$772,000
Second mortgage income bonds .	Sept. 1, 1887	40	5	January 1	1,000,000	1,000,000
Total.....	.....	.....	.....	.....	\$2,000,000	\$1,772,000

Cost of Road and Equipment.

ROAD	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$13,636 08	
Bridges	5,619 49	
Superstructure (including ties).....	941 50	
Land.....	1,250 00	
Passenger and freight stations	11,535 57	
Total cost reported up to June 30, 1891		\$2,055,421 42
Total cost of road.....	\$32,982 64	\$2,088,404 06
Total cost of equipment		669,174 83
Grand total cost of road and equipment.....	\$32,982 64	\$2,757,578 89

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$238,314 18
Less operating expenses (excluding all taxes).....	191,643 31
Net earnings from operation.....	\$46,670 87
Income from other sources, as follows, viz.:	
Rentals.....	1,824 99
Gross income from all sources	\$48,495 86
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	\$38,800 00
Taxes on property used in operat on of road.....	2,131 92
Taxes on earnings and capital stock.....	1,376 63
	42,008 55
Surplus for year ending June 30, 1892.....	\$6,487 31

General Income Account.

Surplus for year ending June 30, 1892.....	\$6,487 31
Deficit up to June 30, 1891.....	43,935 31
Total deficit June 30, 1892	\$37,448

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$25,533 39	\$25,533 39
Passengers, all local	\$207,391 97		207,391 97
Mail	793 66		793 66
Express	4,596 16		4,596 16
Total gross earnings	\$212,780 79	\$25,533 39	\$238,314 18

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track and roadbed	\$7,132 55	\$705 41	\$7,837 96
Repairs of bridges (including culverts and cattle-guards)	60,040 90	5,938 11	65,979 01
Repairs of stations, shops, docks, etc.	4,037 73	399 34	4,437 07
Repairs of fences	1,702 42	174 31	1,876 73
Other expenses for maintenance of way and structures	4,929 55	487 54	5,417 09
Total	\$77,903 15	\$7,704 71	\$85,607 86

Maintenance of equipment :

Repairs of locomotives	\$12,146 57	\$1,201 31	\$13,347 88
Repairs of cars	7,323 73	777 61	8,101 34
Other expenses for maintenance of equipment ..	2,703 40		2,703 40
Total	\$22,173 70	\$1,978 92	\$24,152 62

Conducting transportation :

Wages of conductors and men	\$5,597 03	\$2,431 22	\$8,028 25
Wages of engineers and firemen	9,706 43	1,270 54	10,976 97
Fuel for locomotives	17,557 40	1,736 43	19,293 83
Oil and waste	433 72	47 64	481 36
Water supply	473 60	46 74	520 34
Other train supplies or expenses	1,444 61	142 37	1,586 98
Wages of station agents and clerks	4,688 57	463 70	5,152 27
Wages for labor at stations		103 63	103 63
Station supplies	1,390 34	137 61	1,527 95
Wages of watchmen, flagmen and switchmen ..	7,163 73	708 50	7,872 23
Other expenses for conducting transportation ..	110 00		110 00
Total	\$48,616 46	\$7,088 97	\$55,705 43

General expenses :

Salaries of general officers and clerks	\$6,129 73	\$606 24	\$6,735 97
General office expenses and supplies	927 73	91 75	1,019 48
Stationery and printing	2,390 88	236 46	2,627 34
Outside agencies and advertising	3,002 89	356 33	3,359 22
Legal expenses	4,115 60	407 04	4,522 64
Loss and damage of freight and baggage	350 43	34 66	385 09
Damage to cattle and property	103 11	10 39	113 50
Injuries to persons	4,553 73	450 27	5,004 00
Other general expenses	1,647 33	162 92	1,810 25
Total	\$24,822 42	\$2,356 06	\$26,178 48
Grand total operating expenses	\$172,514 75	\$19,128 56	\$191,643 31

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road		\$2,098,404 06
Cost of equipment		669,174 33
Current assets, as follows, viz.:		
Cash on hand	\$12,214 82	
Due by agents	12,294 19	
Due on accounts	12,905 07	
		37,414 09
Profit and loss (deficiency)		37,448 06
		<u>\$2,832,441 03</u>

LIABILITIES.		
Capital stock		\$1,000,000 00
Funded debt		1,772,000 00
<i>Current liabilities as follows, viz.:</i>		
Interest on funded debt due and accrued	\$12,866 67	
Audited vouchers and pay-rolls	15,391 07	
Open accounts	32,183 29	
		60,441 03
		<u>\$2,832,441 03</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,389,853
Number of passengers carried one mile	15,135,514
Number of tons of freight carried	63,447
Number of tons of freight carried one mile	699,380
Passenger train mileage	269,049
Freight train mileage	21,964
All other train mileage	5,947
Total train mileage	<u>289,960</u>

ITEM.	Earnings	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ..	\$212,780 79	\$172,514 75	\$40,266 04
Average per passenger carried	1531	1241	0290
Average per passenger per mile	0141	0114	0027
Average per passenger train per mile	8120	6584	1536
Freight earnings and expenses (including miscellaneous earnings)	25,533 39	19,138 56	6,404 83
Average per ton of freight carried	4022	3013	1009
Average per ton of freight per mile	0365	0274	0091
Average per freight train per mile	1 1625	8709	29.16

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	1.870
Average rate received per mile per ton for carrying freight, all classes	3.651

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line laid from Glendale Junction to Rockaway Park, single track.	10.31	.....	10.31
Total of branches or other roads	1.31	1.93	3.24
Total single track	11.62	1.93	13.55
Second track on main line	10.31	.....	10.31
Sidings and turnouts on main line	2.64	.....	2.64
Sidings and turnouts on branches or other roads .....	.....	.46	.46
Total sidings and turnouts	2.64	.46	3.10
Grand total of tracks, sidings and turnouts	24.57	2.39	26.96
Laid with steel rail, main line	21.93	.....	21.93
Laid with steel rail, branches or other roads .....	.....	1.03	1.03

Average life of rails — steel, 15 years; average life of ties, 10 years; weight of rails per yard steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rails.
Far Rockaway	N. Y. & Rockaway Beach Ry Junc.	Hammels.....	1.81	Owned..	.....	1.81
* Long Island Railroad,	Far Rockaway....	N. Y. & Rockaway Beach Ry. Junc.	1.98	Leased..	.....	1.98
* Long Island Railroad,	Glendale Junc....	Long Island City..	5.99	Leased..	5.99	11.98
* Long Island Railroad,	Bushwick Junc....	Bushwick	2.32	Leased..	.....	2.32
* Long Island Railroad,	Woodlawn Junc..	Flatbush avenue..	7.19	Leased..	7.19	14.88

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	5	Feet. 491
Wooden trestles.....	7	21,995
Total.....	12	22,486

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	7	\$7,125	80,000	16%	7	.....
First-class passenger cars.....	74	\$4,800	46,000	16%	74	74
Baggage, mail and express cars.....	2	1,100	22,400	16%	2	.....
Total	76	.....	.....	.....	76	74
Box freight cars	20	\$429	23,000	16%	.....	.....
Flat freight cars	12	200	16,000	16%	.....	.....
Caboose, 8-wheel cars.....	1	1,100	22,400	16%	.....	.....
Service cars	10	200	16,000	16%	.....	.....
Total	43	.....	.....	.....	.....	.....

Passenger cars are equipped with Eames patent brake and Müller coupler, freight cars with ordinary hand brake.
 Lorenz split switches are used on all passenger tracks.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
total assessed value of real estate and personal property of company	\$166,787 00
road crossing road over or under grade.....	1
highway crossings at grade without protection.....	18
highway crossings at grade protected by gates or flagmen.....	1
highway crossings over or under grade.....	4
overhead obstructions less than 20 feet above track	2

* Portions of Long Island Railroad used by agreement.

Passenger cars are heated by steam from locomotives, lighted by mineral sperm oil and ventilated by opening in clear story.

Long Island Express Company runs over this road and receives twenty-five per cent of gross earnings.

The United States mails are carried at certain rates per mile per annum based on weight. Total compensation for fiscal year, \$792.66, which amount includes part of the previous year's compensation.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	220	.35
Meats and provisions	254	.40
Lumber	25,340	39.92
Pig, bar iron, steel and iron or other ores.....	216	.34
Coal and coke.....	17,680	27.35
Petroleum and other oils.....	180	.20
All other manufactures.....	3,785	5.96
All other merchandise	6,270	9.88
All other agricultural products	895	1.41
All other articles not included above	8.68.	13.69
Total	63,477	100

NUMBER OF ACCIDENTS.

Other than passengers or employees, injured..... 2

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 199
Aggregate amount of salaries and wages paid them during the year..... \$98,399 98

Officers of the Company.

Name.	Title.	Official Address
AUSTIN CORBIN.....	President.....	192 Broadway, New York city.
CHAS. M. PRATT.....	Vice-President.....	192 Broadway, New York city.
BENJAMIN NORTON.....	Second Vice-President	Long Island City, N. Y.
GEORGE S. EDGELL.....	Treasurer	192 Broadway, New York city.
D. S. VOORHEES.....	Secretary	192 Broadway, New York city.

Directors of the Company.

Name.	Residence.
AUSTIN CORBIN.....	Babylon, L. I., N. Y.
CHARLES M. PRATT.....	Brooklyn, N. Y.
JAMES G. K. DUKER.....	New York city.
WM. B. KENDALL.....	Brooklyn, N. Y.
BENJAMIN NORTON.....	New York city.
GEORGE S. EDGELL.....	New York city.
WM. G. WHEELER.....	New York city.
EVERETT E. RAYNOLDS.....	New York city.
FRANK M. KELLEY.....	New York city.
WILLIAM J. KELLEY.....	Brooklyn, N. Y.
JOHN STRAITON.....	New York city.
FRANK L. BABBITT.....	Brooklyn, N. Y.
SIDELL TILGHMAN.....	Whitestone, L. I., N. Y.

Name of company, New York and Rockaway Beach Railway Company.

General offices at Rockaway Park, Long Island, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Tuesday in March.

For information concerning this report, address J. Carlsen, Auditor, Long Island City, N. Y.

NEW YORK AND SEA BEACH.

(Date of charter, May 12, 1883.)

The property of the former New York and Sea Beach Railroad Company came into the hands of the present company by purchase from John J. Carlin and Frederick Hewitt, who had bid the same in at foreclosure sale, for five hundred thousand dollars, the amount of their bid which was paid in stock of the new corporation.

The present New York and Sea Beach Railway Company was organized under the General Railroad Law and filed its certificate in accordance therewith May 12, 1883.

NEW YORK AND SEA BEACH.

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Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for purchase of property and now outstanding.....	5,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	May 14, 1883	16	p.c.	Mar. & Sept.	\$200,000	\$200,000	*
Second mort. bonds	Sept. 1, 1883	5	7	Mar. & Sept.	200,000	1,947,000	\$194,700
Bond and mortgage.	June 1, 1880	1	5	May & Nov.	22,288	22,288	*
Bond and mortgage.	June 1, 1880	1	5	Jan. & July.	7,500	7,500	*
Bond and mortgage.	Feb. 1, 1884	1	5	May & Nov.	4,000	4,000	†
Total .....	.....	.....	.....	.....	\$432,788	\$428,488	\$194,700

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Graveling, masonry and ballast .....	.....	\$9,744 58
Bridges	\$264 05	12,709 75
Rails .....	.....	9,949 70
Land	1,320 96	9,522 27
Passenger and freight stations .....	.....	26,244 57
Engine and car houses .....	.....	4,491 45
Shops, machinery and tools .....	.....	1,716 19
Fuel and water stations .....	.....	129 17
Engineering expenses .....	.....	140 00
Purchase of constructed road and equipment and telegraph line, .....	.....	729,788 00
Sundries .....	.....	2,827 71
Total cost of road.....	\$1,585 01	\$817,273 34
EQUIPMENT.		
Locomotives .....	.....	\$23,962 52
Passenger cars	\$1,898 74	24,554 52
Freight and other cars .....	.....	2,072 67
Total cost of equipment	\$1,898 74	\$20,589 71
and total cost of road and equipment.....	\$3,483 75	\$837,863 05

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Improvement of bridge at Manhattan crossing.....	\$264 05
Purchase of land under water and sundries.....	1,320 96
Payments under car trust agreement for passenger cars and locomotives.....	1,898 74
	\$3,483 75

* Debt of former company, assumed.

† Purchase money mortgage, assumed.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$71,915 35
Less operating expenses (excluding all taxes)	70,900 04
Net earnings from operation	\$1,015 31
<i>Income from other sources as follows, viz.:</i>	
Terminal property	44,301 11
Gross income from all sources	\$45,316 42
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$15,689 40
Taxes on earnings and capital stock	456 15
Interest on floating debt	144 64
Terminal property expenses	4,823 50
	21,113 69
Surplus for year ending June 30, 1892	\$24,202 73

General Income Account.

Surplus for year ending June 30, 1892	\$24,202 73
Deficit up to June 30, 1891	10,539 74
Total surplus June 30, 1892	\$13,662 99

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$8,297 48	\$8,297 48
Passengers, all local	\$60,631 41		60,631 41
<i>Miscellaneous, as follows, viz.:</i>			
Charter of flat and passenger cars	\$2,158 50		
Sundries	832 96		
	2,996 46		2,996 46
Total gross earnings	\$63,617 87	\$8,297 48	\$71,915 35

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$12,998 92	\$63 60	\$13,062 52
Repairs of roadbed	29 99		29 99
Repairs of bridges (including culverts and cattle guards)	1,355 55		1,355 55
Repairs of stations, shops, docks, etc.	2,300 08	12 60	2,312 68
Repairs of fences	41 10		41 10
Total	\$16,725 62	\$76 20	\$16,801 82
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$3,223 03		\$3,223 03
Repairs of cars	2,435 41	\$11 24	2,446 65
Repairs of machinery and tools	76 48	7 00	83 48
Total	\$5,734 92	\$18 24	\$5,753 16
<i>Conducting transportation:</i>			
Wages of conductors and men	\$1,453 97	\$692 79	\$2,146 76
Wages of engineers and firemen	2,477 70	1,167 55	3,645 25
Fuel for locomotives	3,775 43	856 33	4,631 76
Oil and waste	185 58		185 58
Water supply	479 36		479 36
Other train supplies and expenses	399 72		399 72
Wages of station agents and clerks	1,968 06		1,968 06
Wages for labor at stations		463 56	463 56
Station supplies	2,591 64		2,591 64
Wages of watchmen, flagmen and switchmen ..	3,218 43		3,218 43
Total	\$16,566 89	\$3,180 23	\$19,747 12

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$14,175 29		\$14,175 29
General office expenses and supplies.....	2,141 46		2,141 46
Stationery and printing.....	1,059 78		1,059 78
Outside agencies and advertising.....	7,373 01		7,373 01
Legal expenses.....	2,665 98		2,665 98
Damage to cattle and property.....	75 00		75 00
Other general expenses.....	1,107 48		1,107 48
Total.....	\$28,597 94		\$28,597 94
Grand total operating expenses.....	\$27,625 37	\$3,274 67	\$70,900 04

General Balance Sheet June 30, 1893.

ASSETS.		
Cost of road and equipment.....		\$307,863 06
<i>Other permanent investments as follows, viz.:</i>		
Stock of other companies.....		5,000 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$4,724 54	
Open accounts.....	89,746 16	
Materials and supplies.....	3,981 49	
Sundries.....	59,414 56	
		187,816 75
		<u>\$1,080,679 80</u>
LIABILITIES.		
Capital stock.....		\$500,000 00
Funded debt.....		426,468 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$47,406 99	
Audited vouchers and pay-rolls.....	2,238 48	
Open accounts.....	26,136 71	
Loans and bills payable.....	18,606 63	
		86,386 81
Profit and loss (surplus).....		13,663 99
		<u>\$1,080,679 80</u>

Traffic and Mileage Statistics.

ITEM.		All local.
Number of passengers carried.....		735,223
Number of passengers carried one mile.....		4,411,398
Number of tons of freight carried.....		20,901
Number of tons of freight carried one mile.....		128,406
Passenger train mileage.....		58,800
Freight train mileage.....		3,508
Mixed freight and passenger.....		1,529
All other train mileage.....		591
Total train mileage.....		<u>64,221</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$60,631 41	\$67,625 37	\$6,993 96
Average per passenger carried.....	082	092	10
Average per passenger per mile.....	0137	0153	0016
Average per passenger train per mile.....	1,035	1154	119
Freight earnings and expenses (including miscellaneous earnings).....	8,297 48	3,374 67	5,022 81
Average per ton of freight carried.....	397	156	241
Average per ton of freight per mile.....	066	026	04
Average per freight train per mile.....	2 36	933	1 437

REPORT OF THE RAILROAD COMMISSIONERS.

ITEM.

Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for carrying passengers, all classes.....	1.3
Average rate received per mile per ton for carrying freight, all classes.....	6.6

Description of Road and Equipment.

	Miles owned, all in N. Y. State.
Main line laid from Bay Ridge to Coney Island, single track.....	6
Second track on main line.....	6
Sidings and turnouts on main line.....	2
Grand total of tracks, sidings and turnouts.....	14
Laid with steel rail, main line.....	4
Laid with iron rail main line.....	8
Laid with iron rail, sidings.....	2

Average life of rails—steel, 15 years; iron, 10 years; average life of ties, 6 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and ashes.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 108
Wooden bridges.....	3	339
Total.....	4	447

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.
Locomotives, 4 drivers.....	5	1	6	\$5,700	60,000	15	6
First-class passenger cars.....	31	10	41	\$1,500	16,000	10	41
Box freight cars.....	2	....	2	\$500	14,000	15	2
Flat freight cars.....	12	....	12	400	14,000	10	....
Total.....	14	....	14	.....	.....	.....	2

Kumac vacuum brake and ordinary coupler are in use on all cars.
Rampapo safety switch used exclusively on this road.

Miscellaneous Statistics.

ITEM.

Entire line in
N. Y. State.

Telegraph owned and operated by company, miles.....	
Total assessed value of real estate and personal property of company.....	\$98,41
Length of steel rails laid during year in repairs, miles.....	1
Railroad crossing road at grade.....	
Railroad crossing road over or under grade.....	
Highway crossings at grade without protection.....	
Highway crossings at grade protected by gates or flagmen.....	
Highway crossings over or under grade.....	
Overhead obstructions less than 20 feet above track.....	
Passenger cars are heated by stoves, lighted with kerosene and ventilated by roof ventilators.	

NEW YORK AND SEA BEACH.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Ashes.....	97
Sand, clay and gravel.....	6,856
Brick.....	2,300
Paving blocks.....	6,946
Lumber.....	540
Pig and bar iron and steel.....	5
Crushed stone.....	3,266
Coal and coke.....	152
Curbstone.....	728
Merchandise carried in the nature of express as packages, no weight.....	16
	<hr/> 20,901 <hr/>

EMPLOYES.

Average number of persons employed (including officials) during the season.... 70

Officers of the Company.

Name.	Title.	Official Address.
ALBRICK H. MAN.....	President.....	New York city.
L. C. LATHROP.....	Vice-President.....	New York city.
JAMES T. NELSON.....	Secretary and Treasurer.....	New York city.
RICHARD A. LAKE.....	Superintendent.....	Bay Ridge, L. I., N. Y.

Directors of the Company.

Name.	Residence.
ALBRICK H. MAN.....	Richmond Hill, L. I., N. Y.
L. C. LATHROP.....	New York city.
GEO. PRABODY WETMORE.....	New York city.
WM. O. PLATT.....	Brooklyn, N. Y.
JAS. T. NELSON.....	Gravesend, L. I., N. Y.
CHAS. C. PROTHROE.....	Richmond Hill, L. I., N. Y.

Title of company, New York and Sea Beach Railway Company.
General offices at 56 Wall street, New York city.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, fourth Tuesday in November.
For information concerning this report, address Alrick H. Man, President.

NEW YORK, WESTCHESTER AND PUTNAM.

LESSOR.

LESSEE—NEW YORK AND NORTHERN.

(Date of charter, July 3, 1877.)

No report filed for year ending June 30, 1892.

NIAGARA FALLS BRANCH.

LESSOR.

LESSEE—ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, December 24, 1875.)

The Niagara Falls Branch Railroad Company was organized December 16, 1875, under an "Act authorize the formation of railroad corporations and to regulate the same," passed April 2, 50. The original articles of agreement were filed in the office of the Secretary of State December 24, 1875.

This road is leased to the Rome, Watertown and Ogdensburg Railroad Company. Annual rental seven per cent per annum on its capital stock of \$250,000, payable on May 1 and November 1. Lease assumed by the New York Central and Hudson River Railroad Company March 1891.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	2,500	\$200,000	\$943,750

Number of stockholders 15

Cost of Road.

Total cost up to
June 30, 1892.

Construction account \$243,750 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$243,750 00

Current assets, as follows, viz.:

Rome, Watertown and Ogdensburg Railroad Company 6,944 00

\$250,000 00

LIABILITIES.

Capital stock \$250,000 00

Officers of the Company.

Name.	Title.	Official Address.
CHARLES PARSONS, JR.....	President.....	96 Broadway, N. Y. city
JOSEPH A. LAWYER.....	Secretary and Treasurer	96 Broadway, N. Y. city.

Directors of the Company.

Name.	Residence.
CHARLES PARSONS.....	New York city.
CHARLES PARSONS, JR	New York city.
EDWIN PARSONS, 3rd.....	New York city.
WILLIAM LUMMIS	New York city.
CLARENCE S. DAY.....	New York city.
JOSEPH A. LAWYER.....	New York city.
CHARLES G. BURNHAM.....	New York city.
GEORGE PARSONS.....	New York city.
WILLIAM H. PLATT, JR.	Brooklyn, N. Y.
WILLIAM F. DOOLITTLE	Brooklyn, N. Y.
WILLIAM E. HOPKINS.....	Mount Vernon, N. Y.
LEWIS A. EMERSON.....	St. Albans, Vt.
WALTON FERGUSON	Stamford, Conn.

Title of company, Niagara Falls Branch Railroad Company.

General offices at 96 Broadway, New York city.

For information concerning this report, address J. A. Lawyer, Treasurer.

NORTHERN ADIRONDACK.

(Date of consolidation, April 5, 1890.)

The road was organized in 1885 with a capital stock of \$150,000.

On April 4, 1890, the road was consolidated with the Northern Adirondack Extension Railroad Company, under an agreement of consolidation filed in the Secretary of State's office, April 5, 1890, and the capital stock was made \$450,000, of which \$300,000 was issued in exchange for the capital stock of the Northern Adirondack Extension Railroad Company, under the consolidation, that being the amount of the capital stock of the Northern Adirondack Extension Railroad Company.

On July 5, 1890, a mortgage of \$77,000 was put upon the property of the Northern Adirondack Extension Railroad Company, redeemable on any July first or January first, after January 1, 1893.

On April 4, 1890, a mortgage of \$325,000 was put upon the entire property. None of the bonds covered by this mortgage have been sold, but the entire issue has been pledged for the payment of certain of the debts of the company.

It is proposed, upon an increase of stock, to cancel this mortgage and make a new mortgage only sufficient in amount to take up the existing \$77,000 mortgage and the balance of the company's indebtedness.

NORTHERN ADIRONDACK.

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Capital Stock and Funded Debt. CAPITAL STOCK

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	8,400	\$840,000

Number of stockholders..... 13

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage	July, 1889	10	p.c. 6	Jan. and July	\$77,000	\$77,000	\$77,000
* Mortgage	April, 1890	30	6	Jan. and July	825,000	825,000	.....
Total					\$902,000	\$902,000	.....

Cost of Road and Equipment.

Total cost up to June 30, 1892.

ROAD.	
Grading, masonry and ballast	\$750,474 48
Bridges	35,115 40
Superstructure (including ties)	75,116 05
Rolls	275,202 18
Land	8,490 10
Land damages	5,400 00
Fences	5,280 92
Passenger and freight stations	18,065 57
Engine and car houses	9,300 15
Shops, machinery and tools	25,330 18
Fuel and water stations	5,861 49
Engineering expenses	16,098 50
Total cost of road	\$1,229,730 00

EQUIPMENT.

Locomotives	\$5,000 00
Freight and other cars	10,741 09
Total cost of equipment	\$15,741 09
Grand total cost of road and equipment	\$1,245,461 09

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$187,359 96
Less operating expenses (excluding all taxes)	86,368 03
Net earnings from operation	\$100,991 93

Income from other sources as follows, viz.:

Rents	\$74 25
Car mileage	9,957 36
	\$10,031 61

Gross income from all sources

	\$111,023 54
Deductions from income, as follows, viz.:	
Interest on funded debt due and accrued	\$16,690 00
Costs of cars and locomotives	30,000 00
Taxes on property used in operation of road	8,815 21
	40,435 21

Surplus for year ending June 30, 1892

	\$70,588 33
--	-------------

The bonds of the mortgage for \$825,000 have not been negotiated. This mortgage is held as collateral security for indebtedness to Franklin Trust company for \$150,000. The \$825,000 is first mortgage bonds and the \$77,000 is to be retired as soon as the bonds of \$1,000 are sold, out of the proceeds of this mortgage. The item of interest on funded debt accrued, in income account for the year, includes interest on this loan of \$150,000.

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1892	\$70,588 38
Surplus up to June 30, 1891	54,753 71
Total surplus June 30, 1892	<u>\$125,342 04</u>

DETAILED STATEMENT OF RENTALS.

Nearly all cars and locomotives used by this company are leased, and amount paid for use of same during past year shown in income account for year	\$30,000 00
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$121,304 78	\$121,304 78
Passengers, all local	\$54,408 81		54,408 81
Mail	2,411 75		2,411 75
Express	6,479 48		6,479 48
Miscellaneous, as follows, viz.:			
Telegraph		2,665 14	2,665 14
Total gross earnings	\$63,300 04	\$124,059 92	\$187,359 96

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$7,492 62	\$14,544 49	\$22,037 11
Repairs of bridges (including culverts and cattle-guards)	236 98	459 93	696 91
Repairs of stations, shops, docks, etc.	187 56	267 00	454 56
Other expenses for maintenance of way and structures	74 51	144 64	219 15
Total	\$7,941 62	\$15,416 06	\$23,357 68

Maintenance of equipment:

Repairs of locomotives	\$1,085 04	\$2,009 19	\$3,094 23
Repairs of cars	2,870 28	5,571 63	8,441 91
Repairs of machinery and tools	316 87	615 10	931 97
Other expenses for maintenance of equipment ..	582 38	1,130 49	1,712 87
Total	\$4,854 59	\$9,326 41	\$14,181 00

Conducting transportation:

Wages of conductors and men	\$2,228 19	\$4,344 92	\$6,573 11
Wages of engineers and firemen	2,184 15	4,239 88	6,424 03
Fuel for locomotives	5,466 18	10,610 81	16,076 99
Oil and waste	500 27	988 58	1,488 85
Water supply	134 98	261 84	396 82
Other train supplies or expenses	86 57	70 99	157 56
Wages of station agents and clerks	1,825 89	3,540 48	5,366 37
Station supplies	22 68	43 93	66 61
Wages of watchmen, flagmen and switchmen ..	530 57	1,029 94	1,560 51
Other expenses for conducting transportation ..	251 69	488 58	740 27
Total	\$13,108 12	\$25,619 90	\$38,728 02

General expenses:

Salaries of general officers and clerks	\$2,166 68	\$4,305 90	\$6,472 58
General office expenses and supplies	25 41	49 33	74 74
Stationery and printing	234 10	435 03	669 13
Outside agencies and advertising	17 65	34 25	51 90
Legal expenses	51 97	100 60	152 57
Loss and damage of freight and baggage	51 96	100 85	152 81
Damage to cattle and property	251 39	682 10	933 49
Telegraph maintenance and operation	79 31	153 94	233 25
Other general expenses	432 42	878 32	1,310 74
Total	\$3,420 89	\$6,640 51	\$10,061 40

Grand total operating expenses

\$29,365 15 \$57,092 88 \$86,458 03

NORTHERN ADIRONDACK.

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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$1,229,730 00
Cost of equipment.....	15,741 09
<i>Other permanent investments, as follows, viz.:</i>	
Real estate and building.....	17,079 87
Horses, coaches, harness, etc., used on stage line.....	1,252 50
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,192 79
Due by agents.....	9,131 62
Open accounts.....	172,377 06
Material and supplies.....	6,836 72
	188,977 19
	<u>\$1,452,770 05</u>
LIABILITIES.	
Capital stock.....	\$840,000 00
Funded debt.....	77,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	8,250 00
Audited vouchers and pay-rolls.....	12,458 01
Loans and bills payable, Franklin Trust Company.....	150,000 00
Balance due John Hurd for construction of twenty-two miles of road, put in operation July, 1890.....	239,730 00
Profit and loss (surplus).....	125,342 04
	<u>\$1,452,770 05</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	12,354	81,112	43,446
Number of passengers carried one mile.....	448,715	744,208	1,292,923
Number of tons of freight carried.....		105,104	
Number of tons of freight carried one mile.....		2,601,640	
Passenger train mileage.....		54,298	
Freight train mileage.....		43,850	
All other train mileage.....		42,494	
Total train mileage.....		140,642	

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$63,300 04	\$29,365 15	\$33,934 89
Average per passenger carried.....	1,457	676	778
Average per passenger per mile.....	048	022	026
Average per passenger train per mile.....	1,166	541	624
Freight earnings and expenses (including miscellaneous earnings).....	124,059 92	57,002 88	67,057 04
Average per ton of freight carried.....	1 180	542	638
Average per ton of freight per mile.....	047	021	026
Average per freight train per mile.....	2 84	1 80	1 54

ITEM.	Through and local.
Computed on earnings from carrying passengers and freight only.....	Cents.
Average rate received per mile for carrying passengers, all classes.....	4.1
Average rate received per mile per ton for carrying freight, all classes.....	4.6

Description of Road and Equipment.

	TRACK.	Miles owned, all in N. Y. State.
Main line laid from Moira to Tupper Lake, single track.....		55
Switches and turnouts on main line.....		2.55
Total of tracks, sidings and turnouts.....		<u>57.55</u>
Laid with steel rail, main line.....		57.55
Average life of rails — steel, 21 years; average life of ties, 7 years; weight of rails per yard — maximum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.		

Traffic and Mileage Statistics — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges.....	3	Feet. 440

EQUIPMENT.	Number owned.	No leased.	Total number.	Average cost of each	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 6 drivers.....	1	.....	1	\$3,000	30,000	1
Locomotives, 4 drivers.....	1	4	5	7,000	100,000	5
Total.....	2	4	6	.....	.....	6
First-class passenger cars.....	.....	8	.....	\$3,000	.....	.....
Baggage, mail and express cars.....	.....	4	.....	900	.....	.....
Total.....	.....	7	.....	.....	.....	.....
Box freight cars.....	.....	400	400	.....	.....	.....
Flat freight cars.....	45	105	150	.....	.....	.....
Total.....	45	505	550	.....	.....	.....

Passenger cars are equipped with Westinghouse air brake and Miller coupler; freight cars with common coupler and hand brake.

Split switches are used exclusively on road.

Miscellaneous Statistics.

ITEM.	Entire line in New York State.
Telegraph owned and operated by company, miles.....	84
Railroads crossing road at grade.....	1
Highway crossings at grade without protection.....	12
Highway crossings over or under grade.....	1
Overhead obstructions less than twenty feet above track.....	1

Passenger cars are heated by coal, lighted with kerosene 300° test and ventilated in the usual way.

The express business on this line is carried on by the railroad company.

Wagner palace sleeping cars are run during July, August and September. They collect their own fare and the railroad company pays one cent per mile for use of cars, amounting to \$125.41 the past season.

The United States government pays for transportation of mails \$43.75 per mile.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage	Per cent.
Flour.....	2,114	.....
Grain.....	3,634	5
Meat and provisions.....	1,356	3
Lumber.....	66,051	8
Pig and bar iron and steel.....	9,875	4
Coal and coke.....	5,775	4
Petroleum and other oils.....	212	2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	2,611	5
All other manufactures.....	535	5
All other merchandise.....	6,150	9
All other agricultural products.....	1,683	6
All other articles not included above.....	5,108	9
Total.....	105,104	1

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	2	1	3
Others, not passengers		2	2
Total	2	3	5

EMPLOYES.

Average number of persons employed (including officials) during the year	145
Aggregate amount of salaries and wages paid them during the year	\$71,513 87

Officers of the Company.

Name.	Title.	Official Address.
JOHN HURD.....	President and General Manager.....	Santa Clara, N. Y.
EDWIN PACKARD.....	Vice President	New York city.
CROWELL HADDEN, Jr.....	Secretary.....	Brooklyn, N. Y.
D. C. SQUIRES.....	Treasurer	Santa Clara, N. Y.
M. A. CHAMBERS.....	Auditor	Santa Clara, N. Y.
S. A. DAY.....	Car Agent.....	Santa Clara, N. Y.
E. LALINE.....	Master Mechanic.....	Santa Clara, N. Y.
M. G. DESHAW.....	Superintendent Bridges and Buildings.....	Santa Clara, N. Y.
M. KEEFE.....	Road Master.....	Santa Clara, N. Y.
S. A. BEMAN.....	Attorney.....	Malone, N. Y.

Directors of the Company.

Name.	Residence.
EDWIN PACKARD.....	New York city.
WM. C. KELLOGG.....	Brooklyn, N. Y.
GEO. H. SOUTHARD.....	Brooklyn, N. Y.
EDWARD KENT.....	New York city.
L. B. BUNNELL.....	New York city.
GEO. H. MADDOCK.....	Boston, Mass.
A. C. ALLISON.....	Malone, N. Y.
S. A. BEMAN.....	Malone, N. Y.
F. J. HADLEY.....	Malone, N. Y.
A. T. KINGSLEY.....	Santa Clara, N. Y.
JOHN HURD.....	Santa Clara, N. Y.
E. E. BURKLEY.....	Tupper Lake, N. Y.
P. A. DUCEY.....	Brandon, N. Y.

Title of company, Northern Adirondack Railroad Company.

General offices at Santa Clara, N. Y.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, second Wednesday in June.

For information concerning this report, address M. A. Chambers, Auditor.

NORTHERN OF NEW JERSEY.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 9, 1854.)

This road was opened for business in May, 1859. It has been operated under a contract since November, 1868, by the New York, Lake Erie and Western Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	10,000	\$1,000,000	\$1,000,000

Number of stockholders..... 16

REPORT OF THE RAILROAD COMMISSIONERS.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on am't outstanding.
			Rate.	When payable.			
First mortgage.....	July, 1887	30	p.c. 6	Jan. & July	\$700,000	\$654,000	\$654,000

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$9,378 11	
Bridges	5,640 38	
Superstructure (including ties)	981 11	
Land	178 00	
Passenger and freight stations	871 64	
Total cost of road heretofore reported		\$1,638,046 67
Total cost of road	\$16,546 24	\$1,654,592 91

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Paid on account of second track.....	\$16,546 24
--------------------------------------	-------------

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$129,834 68
Less operating expenses (excluding all taxes).....	38,893 71
Net earnings from operation	\$90,940 92

Income from other sources as follows, viz.:

Rent interest	3,823 25
---------------------	----------

Gross income from all sources	\$93,764 17
-------------------------------------	-------------

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$38,880 00
Rentals.	9,525 00
Taxes on property used in operation of road	6,541 40
Taxes on earnings and capital stock.....	290 59
	55,236 99

Net income from all sources	\$38,527 18
-----------------------------------	-------------

Payments from net income as follows, viz.:

Dividends declared, 4 per per cent on \$1,000,000 common stock.....	40,000 00
---	-----------

Deficiency for year ending June 30, 1892	\$1,472 82
--	------------

General Income Account.

Deficiency for year ending June 30, 1892.....	\$1,472 82
Surplus up to June 30, 1891.....	4,594 63

Total surplus June 30, 1892	\$3,121 81
-----------------------------------	------------

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$1,654,592 91
Current assets, as follows, viz.:		
Cash on hand.....	\$35,502 93	
Due by agents	4,791 32	
Open accounts.....	197,597 39	
		227,891 64
		\$1,882,484 55

LIABILITIES.	
Capital stock	\$1,000,000 00
Funded debt	654,000 00
<i>Current liabilities, as follows, viz.:</i>	
Dividends unpaid	20,000 00
Open accounts	205,862 74
Profit and loss (surplus)	3,121 81
	<u>\$1,882,484 55</u>

Officers of the Company.

Name.	Title.	Official Address.
J. HULL BROWNING	President	Tenafly, N. J.
WILLIAM C. BROWNING	Vice-President	Tenafly, N. J.
ORVILLE A. ROORBACH	Secretary and Treasurer	Tenafly, N. J.

Directors of the Company.

Name.	Residence.
J. HULL BROWNING	Tenafly, N. J.
WILLIAM C. BROWNING	New York city.
HENRY C. MARQUAND	New York city.
JOHN W. HECK	Jersey City, N. J.
JAMES WILKINSON	New York city.
ELIAS H. Sisson	Tenafly, N. J.
JAMES W. McCULLOH	Englewood, N. J.
F. W. HOPKINS	Closter, N. J.
O. A. ROORBACH	Piermont, N. Y.

Title of company, Northern Railroad Company of New Jersey.

General offices at Tenafly, N. J.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address O. A. Roorbach, Secretary and Treasurer.

NYACK AND NORTHERN.

LESSOR.

LESSEE—NORTHERN NEW JERSEY.

OPERATED BY NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, November 25, 1868.

This company was organized under the general railroad law. The road of this company was constructed during the years 1869 and 1870 and opened for business in May, 1870. It was leased to the Northern Railroad Company of New Jersey from the commencement of operations on it.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	750	\$75,000 00	.....
Issued for actual cash and now outstanding	748	74,800 00	\$78,250 00

Number of stockholders

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
*First mortgage	Jan., 1870	20	p. c. 6	Jan. and July.	\$150,000	\$150,000	\$75,000
Second mortgage ...	Jan., 1875	30	7	Jan. and July.	7,500	7,500	7,500
Total					\$157,500	\$157,500	\$82,500

Cost of Road.

Total cost up to
June 30, 1892.

Grading, masonry and ballast	\$77,518 04
Superstructure (including ties)	92,148 19
Land	53,310 46
Passenger and freight stations	16,473 95
Engineering expenses	10,140 78
Total cost of road	\$249,586 36

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Rent	\$9,525 00
------------	------------

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	9,525 00
---	----------

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$249,586 36
LIABILITIES.	
Capital stock	\$78,250 00
Funded debt	157,500 00
Current liabilities as follows, viz.:	
Open accounts	13,836 36
	\$249,586 36

Officers of the Company.

Name.	Title.	Official Address.
ELIAS H. SIBSON	President	Tenafly, N. J.
ORVILLE A. ROORBACH	Secretary and Treasurer	Tenafly, N. J.

Directors of the Company.

Name.	Residence.
ELIAS H. SIBSON	Tenafly, N. J.
J. HULL BROWNING	Tenafly, N. J.
ALEXANDER S. DIVEN	Elmira, N. Y.
WILLIAM A. SHEPARD	New York city.
O. A. ROORBACH	Piermont, N. Y.
Two vacancies.	

Title of company, Nyack and Northern Railroad Company.

General office at Tenafly, Bergen county, New Jersey.

Date of close of fiscal year, December, 31.

Date of stockholders' annual meeting, second Wednesday in February.

For information concerning this report address O. A. Roorbach, Secretary and Treasurer.

* Extended for ten years from January 1, 1890.

OGDENSBURG AND LAKE CHAMPLAIN.

OPERATED BY THE CENTRAL VERMONT.

(Date of charter, 1864.)

The Saratoga and St. Lawrence Railroad is leased to the Ogdensburg and Lake Champlain Railroad Company by lease dated June 14, 1889, for the term of 999 years.
The St. Lawrence and Adirondack Railroad is operated by the Central Vermont Railroad Company under an agreement dated April 4, 1892

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	Number of shares.	Total par value.	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	30,770	\$3,077,000	5	\$500
Grand total of common and preferred stock now outstanding				\$3,077,500

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.		INTEREST.	Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First consolidated mortgage bds	April, 1880	40	p.c.	April & Oct.	\$3,500,000	\$3,500,000
Guaranteed bonds.....	Jan., 1888	32	4	Jan. & July	350,000	350,000
Income bonds	April, 1880	40	6	April & Oct.	1,000,000	999,750
Total					\$4,850,000	\$4,849,750

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$1,823,549 87
Bridges	198,951 79
Superstructure (including ties)	1,292,809 03
Rails.....	24,783 38
Land damages	139,326 72
Fences.....	4,454 82
Passenger and freight stations.....	403,179 61
Engine and car houses	35,206 07
Shops, machinery and tools.....	80,757 54
Fuel and water stations.....	16,709 00
Engineering expenses	127,637 68
Interest and discount charged to construction.....	206,960 00
Road built by contract	2,057 47
Purchase of constructed road.....	5,936 75
Telegraph line.....	118,570 59
Wharfing	5,867 47
Elevator.....	229,208 95
Vermont Central line claim, profit and loss.....	\$625,348 61
Lamoille extension railroad.....	29,747 70
	655,096 31
Total cost of road	\$5,371,063 05

REPORT OF THE RAILROAD COMMISSIONERS.

EQUIPMENT.

Locomotives.....	\$303,222 63
Passenger cars.....	64,109 23
Mail, baggage and express cars.....	18,433 59
Freight and other cars.....	1,721,210 95
Total cost of equipment.....	\$3,196,976 39
Grand total cost of road and equipment.....	\$7,536,069 44

Income Account for Year Ending June 30, 1892.

Gross earnings from operations.....	\$358,415 96
Less operating expenses (excluding all taxes).....	506,122 47
Net earnings from operation.....	\$322,293 51
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	2,916 89
Gross income from all sources.....	\$326,210 51
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$294,000 00
Rentals.....	8,500 00
Taxes on property used in operation of road.....	30,494 18
Taxes on earnings and capital stock.....	115 41
Interest on floating debt.....	6,042 85
	264,152 44
Surplus for year ending June 30, 1892.....	\$32,057 87

General Income Account.

Surplus for year ending June 30, 1892.....	\$32,057 87
Deficit up to June 30, 1891.....	84,159 71
Total deficit June 30, 1892.....	\$52,101 84

DETAILED STATEMENT OF RENTALS.

Saratoga and St. Lawrence Railroad, leased June 1, 1890, began to operate May 1, 1890, at the yearly rental of.....	\$3,500 00
St. Lawrence and Adirondack Railroad, operating agreement April 4, 1892, rental not yet in effect.....	

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$560,810 83		
Freight, local.....	115,264 46		
Passengers, through.....	\$36,455 54	\$376,075 29	\$376,075 29
Passengers, local.....	96,951 53		
Mail.....	\$163,407 06		163,407 06
Express.....	12,923 63		12,923 63
	6,000 00		6,000 00
Total gross earnings.....	\$122,340 69	\$376,075 29	\$558,415 96

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$30,628 08	\$45,936 88	\$36,574
Repairs of bridges (including culverts and cattle guards).....	2,787 71	6,138 12	8,925 83
Repairs of stations, shops, docks, etc.....	8,364 71	7,344 34	10,499 05
Repairs of fences.....	725 81	1,614 26	2,339 07
Other expenses for maintenance of way and structures.....	1 79	3 98	5 77
Total.....	\$27,377 60	\$60,937 21	\$88,314

Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$14,008 30	\$31,180 21	\$45,188 71
Repairs of cars	15,053 63	33,506 46	48,560 09
Repairs of machinery and tools	782 61	1,697 42	2,480 08
Other expenses for maintenance of equipment	319 42	710 96	1,030 38
Total	\$30,144 16	\$67,095 05	\$97,239 21
<i>Conducting transportation:</i>			
Wages of conductors and men	\$12,814 04	\$23,521 58	\$41,335 63
Wages of engineers and firemen	15,953 51	75,507 19	51,459 70
Fuel for locomotives	40,171 80	89,414 64	129,586 44
Oil and waste	1,247 97	2,777 78	4,025 70
Water supply	737 28	1,640 99	2,378 25
Other train supplies or expenses	1,174 00	2,618 11	3,792 11
Wages of station agents and clerks	17,530 77	39,080 10	56,550 87
Wages for labor at stations		10,909 90	10,909 90
Station supplies	2,247 26	5,001 96	7,249 22
Wages of watchmen, flagmen and switchmen	1,391 91	2,875 53	4,167 44
Other expenses for conducting transportation	321 80	716 28	1,038 08
Total	\$93,499 32	\$218,999 01	\$312,498 33
<i>General expenses:</i>			
Salaries of general officers and clerks	\$2,187 44	\$4,868 83	\$7,056 27
General office expenses and supplies	15 57	34 64	50 21
Stationery and printing	1,079 53	2,402 83	3,482 36
Outside agencies and advertising	1,162 29	2,587 04	3,749 33
Legal expenses	1,507 43	3,355 24	4,862 67
Loss and damage of freight and baggage	1,528 56	3,402 30	4,930 86
Insurance	517 28	1,151 86	1,668 64
Injuries to persons	2,453 81	5,461 70	7,915 51
Telegraph maintenance and operation	2,173 85	4,888 57	7,062 42
Mileage of cars of other companies (debit balance)		26,210 64	26,210 64
Other general expenses	353 78	787 43	1,141 21
Total	\$12,979 54	\$55,100 58	\$68,080 12
Grand total operating expenses	\$103,990 62	\$402,181 85	\$506,172 47

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road and equipment		\$7,568,039 44
<i>Other permanent investments, as follows, viz.:</i>		
Bonds of other companies	\$380,000 00	
Improvement account	18,988 88	
Real estate	14,550 00	413,538 88
<i>Current assets, as follows, viz.:</i>		
Due by agents	\$112,300 61	
Open accounts	444,687 91	
Materials and supplies	10,768 57	567,757 09
		\$8,549,315 41
LIABILITIES.		
Capital stock		\$3,077,500 00
Funded debt		4,849,750 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$57,007 27	
Audited vouchers and pay-rolls	85,844 12	
Open accounts	854,214 03	
Loans and bills payable	95,000 00	622,065 41
		\$8,549,315 41

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	60,959	312,788	373,747
Number of passengers carried one mile.....	2,622,002	3,917,789	6,540,891
Number of tons of freight carried.....	576,752	214,924	1,090,676
Number of tons of freight carried one mile....	78,909,676	20,529,531	99,439,207
Passenger train mileage.....	171,808	73,869	245,673
Freight train mileage.....	471,454	73,868	545,322
All other train mileage.....	267,865	.....	267,865
Total train mileage.....	911,148	147,737	1,058,885

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$182,340 60	\$168,990 62	\$13,350 07
Average per passenger carried.....	666	599	067
Average per passenger per mile.....	037	025	008
Average per passenger train per mile.....	748	667	075
Freight earnings and expenses (including miscellaneous earnings).....	576,075 20	402,131 85	273,943 44
Average per ton of freight carried.....	619	368	251
Average per ton of freight per mile.....	006	004	002
Average per freight train per mile.....	1 229	737	506

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class.....	Cents. 2.36	Cents. 2.39	Cents. 2.376

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Ogdensburg to Rouse's Point, single track.....	118.	.....	.....	118.	118.
Branches or other roads, single track.....	.....	19.	38.9	19.	38.9
Total single track.....	118.	19.	38.9	137.	156.9
Total sidings and turnouts.....	36.5	.5	.5	37.	37
Grand total of tracks, sidings and turnouts.....	154.5	19.5	39.4	174.	193.
Laid with steel rail, main line.....	118.	.....	.....	118.	118.
Laid with steel rail, branches or other roads.....	.....	19.	38.9	19.	38.9

Average life of rails—steel, 30 years; iron, 10 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 73 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rails.
Saratoga & St. Lawrence...	Molra.....	Bombay Junc	8.50	8.50	Leased.	8.50
St. Lawrence & Adirondack.	Malone Junc..	Beauharnois Junc.	6.40	30.40	Leased.	30.40

EQUIPMENT.	No. owned	Average cost of each.	Maximum weight of each in pounds.	Average life of each in years.	No. equipped with patent brake	No. equipped with patent coupler.
Locomotives, 6 drivers.....	10	\$10,000	160,000	20	10	.....
Locomotives, 4 drivers.....	18	9,000	110,000	20	5	.....
Total	28	.....	.....	.....	15	.....
First class passenger cars.....	9	\$4,000	42,000	25	9	9
Baggage, mail and express cars	7	2,000	40,000	25	7	7
Total	16	.....	.....	.....	16	16
Box freight cars.....	1,159	\$600	22,000	15	.....	.....
Stock freight cars.....	20	600	30,000	15	.....	.....
Coal freight cars.....	42	450	20,000	15	.....	.....
Flat freight cars.....	109	350	18,000	15	.....	.....
Caboose, 4-wheel cars.....	9	450	14,000	20	.....	.....
Caboose, 2-wheel cars	13	600	21,000	20	.....	.....
Service cars.....	7	.....	.....	.....	.....	.....
Total	1,369	.....	.....	.....	.....	.....

Westinghouse automatic brake and Miller car coupler used on passenger cars; common drawbars use ' on freight cars.

Crooks' patent and split switches used on portions of road, also one invented by former road master; safety switches are used on main line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation ...	\$14,550
Railroads crossing road at grade.....	8
Highway crossings at grade without protection.....	107
Highway crossings at grade protected by gates or flagmen.....	1
Highway crossings over or under grade.....	14
Overhead obstructions less than twenty feet above track.....	7

Passenger cars are heated by coal and steam, lighted by lamps, 300° test oil, and ventilated deck ventilators.
 American Express Company runs over road at \$6,000 per year.
 The Wagner Palace Car Company's sleeping and parlor cars run over this line at the rate of 5 cents per mile.
 Wagner Palace Car Company received \$2,038.02 during the year.
 The White, Blue, Canada Southern, Nickel Plate and Midland Fast Freight Lines are doing business over this road. Compensation to this company is in participating in the through rates added pro rata on the mileage. The usual Master Car Builders' rules apply to use of track, machinery, repairs of cars, etc. The above lines and companies use partly cars bearing this company's initials and partly those furnished by other railroads forming lines. No preference given in either speed or order of transportation.
 The United States government pays for transportation of mails, \$1,044.60 per month.

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	65,441	6.
Grain.....	388,110	31.
Meats and provisions.....	7,635	7.
Live stock.....	14,174	1.3
Lumber.....	174,508	16.
Pig and bar iron and steel.....	87,354	8.
Iron or other ores.....	10,906	1.
Coal and coke.....	260,835	26.
Petroleum and other oils.....	21,813	2.
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	5,453	5.
All other manufactures.....	27,267	2.5
All other merchandise.....	54,534	5.
All other agricultural products.....	21,813	2.
All other articles not included above.....	10,913	1.
Total.....	1,090,076	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	34	4	38
Employees.....	27	2	29
Others.....	4	4	8
Total.....	65	10	75

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 539
 Aggregate amount of salaries and wages paid them during the year..... \$233,915 25

Officers of the Company.

Name.	Title.	Official Address.
B. B. SMALLLEY.....	President.....	Burlington, Vt.
GEO. F. CHILDS.....	Secretary.....	St. Albans, Vt.
D. D. RANLETT.....	Treasurer.....	St. Albans, Vt.
CHAS. R. BATT.....	Register.....	Boston, Mass.
LOUIS HASBROUCK.....	Counsel.....	Ogdensburg, N. Y.

Directors of the Company.

Name.	Residence.
W. J. AVERIL.....	Ogdensburg, N. Y.
*J. GREGORY SMITH.....	St. Albans, Vt.
J. W. HOBART.....	St. Albans, Vt.
F. S. STRANAHAN.....	St. Albans, Vt.
E. C. SMITH.....	St. Albans, Vt.
J. R. LANGDON.....	Montpelier, Vt.
R. B. SMAILEY.....	Burlington, Vt.
S. A. CARLTON.....	Boston, Mass.
D. W. LAWRENCE.....	Malone, N. Y.
J. H. KIMBALL.....	Bath, Me.
LOUIS HASBROUCK.....	Ogdensburg, N. Y.
C. W. WITTERS.....	St. Albans, Vt.
JAS. AVERIL, JR.....	Champlain, N. Y.

Title of Company, Ogdensburg and Lake Champlain Railroad Company.

General offices at St. Albans, Vermont.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, Third Wednesday in June.

For information concerning this report address M. M. Reynolds, General Auditor.

* Deceased.

OLEAN, BRADFORD AND WARREN.

LESSOR.

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

(Date of charter, October 17, 1877.)

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,500	150,000	\$150,000

Officers of the Company.

Name.	Title.	Official Address.
CALVIN H. ALLEN	President	Mills Building, New York city.
SAMUEL G. DE COURSEY	Vice-President	242 So. Third st., Philadelphia, Pa.
JOSEPH R. TRIMBLE	Secretary	242 So. Third st., Philadelphia, Pa.
FRANKLIN S. BUELL	Treasurer	84 Exchange st., Buffalo, N. Y.
JOHN F. REYNOLDS	Auditor	84 Exchange st., Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DE COURSEY	Philadelphia, Pa.
C. H. ALLEN	New York city.
E. L. OWENS	New York city.
J. D. PROBST	New York city.
E. W. CLARK, JR.	Philadelphia, Pa.
W. T. TIERS	Philadelphia, Pa.
G. E. BARTOL	Philadelphia, Pa.

Title of company, Olean, Bradford and Warren Railroad Company.

General offices at 84 Exchange street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address John F. Reynolds, Auditor.

ONTARIO, CARBONDALE AND SCRANTON.

LESSOR.

LESSEE — NEW YORK, ONTARIO AND WESTERN.

(Date of charter, October 3, 1889.)

The Ontario, Carbondale and Scranton Railway Company was organized by the consolidation of the Hancock and Pennsylvania Railroad Company, a company organized under the Laws of New York April 2, 1889; The Forest City and State Line Railroad Company, a company organized under the Laws of Pennsylvania March 10, 1889, and the Scranton and Forest City Railroad Company, a company organized under the Laws of the State of Pennsylvania November 21, 1889, the lines of the three constituent companies forming a continuous line from a point on the line of the New York, Ontario and Western Railway, in Hancock, in the State of New York, to Scranton in the State of Pennsylvania.

The Ontario, Carbondale and Scranton Railway Company leased all its railroad and property to the New York, Ontario and Western Railway Company by lease dated the 10th day of May, 1890, for the term of ninety-nine years from the 1st day of July, 1890, the New York, Ontario and Western Railway Company to pay an annual rental of \$75,000, to be paid in equal semi-annual payments, on the last days of November and May in each and every year during said term; also such further sum as may be necessary to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, \$3,000, to be paid in equal quarterly payments, on the last days of August, November, February and May in each year; also five per cent on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company from the use and operation of the railway, not exceeding, however, \$100,000 per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total Par value.	
Authorized by law or charter.....	15,000	\$1,400,000	.....
Issued for actual cash.....	13,080	\$1,308,000	\$1,308,000
Issued on account of construction.....	1,970	197,000	.....
Total now outstanding.....	15,000	\$1,500,000	\$1,308,000

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds ..	Nov. 4, 1889	50	p.c. 5	June 1, Dec. 1	\$1,500,000	\$1,500,000	\$1,275,000

Cost of Road.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$23,589 75	\$1,318,006 15
Bridges and trestles.....	181 57	217,787 31
Superstructure (including ties).....	843 54	105,559 42
Rails .....	.....	201,188 67
Land, and land damages.....	14,110 05	600,868 94
Fences	2,608 07	9,886 47
Passenger and freight stations, engine and car houses.....	7,813 07	65,708 33
Shops, machinery and tools, fuel and water stations, engineering expenses.....	.....	58,509 54
Interest and discount charged to construction .....	.....	364,863 65
Road built by contract.....	.....	367,000 00
Telegraph line .....	.....	12,140 19
Other items	4,781 30	226,035 33
Total cost of road.....	\$52,817 35	\$3,547,808 29

Income Account for Year Ending June 30, 1892.

Gross income, all sources, as follows, viz.:

Rental of property.....	\$94,890 65	
Maintenance of organization	8,000 00	\$97,89 65
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.....	\$75,000 00	
Maintenance of organization	3,208 00	78,30 00
Surplus for year ending June 30, 1892.....		\$19,62 65

General Income Account.

Surplus for year ending June 30, 1892.....	\$19,62 65
Surplus up to June 30, 1891.....	12,96 12
Total surplus June 30, 1892.....	\$32,61 77

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$3,547,808 29
<i>Current assets, as follows, viz.:</i>	
Cash on hand	1,458 40
Open accounts	9,097 95
	<u>\$3,558,359 64</u>
LIABILITIES.	
Capital stock	\$1,500,000 00
Funded debt	1,500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	6,250 00
Loans and bills payable	519,491 87
Profit and loss (surplus)	82,617 77
	<u>\$3,558,359 64</u>

Officers of the Company.

Name	Title.	Official Address.
EDWARD B. STURGES	President	Scranton, Pa.
JAMES E. CHILDS	Vice-President and General Manager	New York city.
JOHN FLEMING	Secretary and Treasury	New York city.
JOHN B. KERR	General Counsel	New York city

Directors of the Company.

Name.	Residence.
EDWARD B. STURGES	Scranton, Pa.
WILLIAM H. RICHMOND	Dickson City, Pa.
CLARENCE D. SIMPSON	Scranton, Pa.
JOHN JERMYN	Scranton, Pa.
O. S. JOHNSON	Scranton, Pa.
W. W. PATTERSON	Scranton, Pa.
J. E. CHILDS	New York city.
JOHN B. KERR	New York city.
DANIEL SCURRY	Carbondale, Pa.
EDWARD CLARKSON	Carbondale, Pa.
CLARENCE E. SPENCER	Carbondale, Pa.
THOMAS P. FOWLER	New York city.
JAMES E. BURR	Carbondale, Pa.

Title of company, Ontario, Carbondale and Scranton Railway Company
General offices at Commonwealth Building, Scranton, Pa., and 56 Beaver street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders, annual meeting, last Wednesday in January.

For information concerning this report, address John Fleming, Secretary and Treasurer, 56 Beaver street, New York city.

ORANGE COUNTY.

(Date of charter, November 28, 1888.)

The Lehigh and Hudson River Railway Company operates all the trains running over this road, furnishing motive power and all equipment, for which this company pays twenty-five per cent of the gross earnings.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Issued for actual cash and now outstanding	200	\$200,000
Number of stockholders		14

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$30 34	\$305,169 92
Bridges		35,419 33
Superstructure (including ties)	575 79	46,817 36
Rails		34,962 96
Land		4,294 74
Land damages,	429 99	49,391 12
Fences		4,509 45
Passenger and freight stations	128 96	6,275 52
Shops, machinery and tools		1,595 89
Fuel and water stations		3,501 94
Engineering expenses	22 50	7,030 36
Telegraph line		871 99
Organization and general expenses	300 00	1,834 34
Total cost of road	\$1,517 58	\$401,674 72

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$17,297 13
Less operating expenses (excluding all taxes)	11,414 71
Gross income from all sources	\$5,882 42
<i>Deductions from income as follows, viz.:</i>	
Taxes on earnings and capital stock	683 88
Surplus for year ending June 30, 1892	\$5,198 54

General Income Account.

Surplus for year ending June 30, 1892	\$5,198 54
Surplus up to June 30, 1891	5,458 95
Less payment to Lehigh and Hudson River railway	\$10,657 49
	6,609 58
Total surplus June 30, 1892	\$4,047 91

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local		\$16,628 50	\$16,628 50
Passengers, through and local	\$660 63		660 63
Miscellaneous	1 92	6 06	8 00
Total gross earnings	\$662 55	\$16,634 56	\$17,297 13

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$472 18	\$1,495 23	\$1,967 41
Repairs of bridges (including culverts and cattle-guards)	29 33	92 89	122 22
Repairs of stations, shops, docks, etc.	2 44	7 72	10 16
Repairs of fences	17 62	55 81	73 43
Other expenses for maintenance of way and structures	18 23	57 73	75 96
Total	\$539 80	\$1,709 38	\$2,249 18

Conducting transportation:

Water supply	\$23 89	\$75 67	\$99 56
Wages of station agents, clerks and operators ..	434 32	1,343 68	1,778 00
Station supplies	11 99	37 86	49 85
Wages of watchmen, flagmen and switchmen ..	86 40	273 60	360 00
Other expenses for conducting transportation ..	300 90	4,595 21	4,896 11
Total	\$847 50	\$6,326 14	\$7,173 64

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Loss and damage of freight and baggage.....		\$1 06	\$1 06
Paid New York, Ontario and Western railroad trackage between Burnside and Campbell Hall	\$159 64	505 58	665 16
Telegraph maintenance.....	1 96	6 22	8 18
Mileage of cars of other companies (debit balance).....	122 08	1,175 21	1,297 29
Other general expenses.....	4 86	15 89	20 25
Total.....	\$268 49	\$1,708 40	\$1,991 89
Grand total operating expenses.....	\$1,675 79	\$9,738 98	\$11,414 71

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$401,874 72
LIABILITIES.	
Capital stock.....	\$200,000 00
Loans and bills payable.....	197,626 81
Profit and loss (surplus).....	4,047 91
	<u>\$401,874 72</u>

Traffic and Mileage Statistics.

ITEM.	Through and local.
Number of passengers carried.....	3,971
Number of passengers carried one mile.....	34,731
Number of tons of freight carried.....	192,698
Number of tons of freight carried one mile.....	<u>2,114,838</u>
Passenger train mileage.....	6,262
Freight train mileage.....	16,666
All other train mileage.....	3,142
Total train mileage.....	<u>26,060</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$663 55	\$1,075 79	\$1,018 24
Average per passenger carried.....	1668	4230	2552
Average per passenger per mile.....	0191	0482	0291
Average per passenger train per mile.....	1068	2676	1618
Freight earnings and expenses (including mis- cellaneous earnings).....	16,634 58	9,738 98	Profit, 6,895 66
Average per ton of freight carried.....	0863	0505	0358
Average per ton of freight per mile.....	0073	0046	0032
Average per freight train per mile.....	998	584	414

ITEM.

Computed on earnings from carrying passengers and freight only.	Through and local. Cents.
Average rate received per mile for carrying passengers, all classes.....	1.909
Average rate received per mile per ton for carrying freight, all classes.....	.0078

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
1 in line laid from Hudson Junction to Maybrook, single track.....	10.7
2 lines and turnouts on main line.....	1.70
Grand total of tracks, sidings and turnouts.....	<u>12.40</u>
1 d with steel rail, main line.....	10.70
gauge of track, 4 feet 8½ inches; ballasted with gravel.	

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment—(Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	6	<i>Feet.</i> 515

Point switches used exclusively on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State
Telegraph owned and operated by company.....	10.7
Railroads crossing road at grade.....	1
Railroads crossing road over or under grade.....	2
Highway crossings at grade without protection.....	7
Highway crossings over or under grade.....	4

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,468	.77
Grain	1,094	.58
Meats and provisions	597	.30
Live stock	130	.06
Lumber.....	1,144	.60
Pig and bar iron and steel	1,379	.66
Iron or other ores.....	18,839	7.18
Coal and coke.....	140,364	72.61
Petroleum and other oils	118	.06
Manufactures.....	10,306	5.06
All other merchandise.....	3,306	1.66
All other agricultural products.....	925	.49
All other articles not included above.....	17,768	9.32
Total	192,698	100

EMPLOYEES.	NUMBER OF ACCIDENTS.	Injured.
Employees.....		1

Average number of persons employed (including officials) during the year.....	15
Aggregate amount of salaries and wages paid them during the year.....	\$5,007 35

Officers of the Company.

Name.	Title.	Official Address.
J. W. WATSON	President	New York city.
GRINNELL BURT	General Manager	Warwick, N. Y.
JNO. NAYER	Secretary and Treasurer.....	Warwick, N. Y.
E. M. REYNOLDS	Auditor and General Passenger Agent.....	Warwick, N. Y.
T. E. SMITH	General Freight Agent.....	Warwick, N. Y.
E. GARRISON	Chief Engineer.....	Warwick, N. Y.

Directors of the Company.

Name.	Residence.
J. M. WATSON.....	New York city.
HENRY GRAVES	Philadelphia, Pa.
SAMUEL DICKSON	Philadelphia, Pa.
S. M. WILLIAMS	New York city.
S. SHEPHERD	Philadelphia, Pa.
J. R. MAXWELL	New York city.
ROBT. W. DE FORREST	New York city.
GEORGE S. JONES	New York city.
EDWARD D. ADAMS	New York city.
GEO. F. BAKER.....	New York city.
LOYALL FARAGUT.....	New York city.
H. W. MAXWELL	New York city.
J. S. HARRIS	Philadelphia, Pa.

Title of company, Orange County Railroad Company.

General offices at Warwick, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in December.

For information concerning this report, address E. M. Reynolds, Auditor.

OSWEGO AND ROME.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 11, 1863.)

This road is leased to the Rome, Watertown and Ogdensburg Railroad Company; rental interest on the following bonds:

First mortgage bonds of this company, \$350,000, seven per cent per annum; second mortgage bonds, \$400,000, five per cent per annum.

In accordance with an agreement entered into between the Rome, Watertown and Ogdensburg Railroad Company and the New York Central and Hudson River Railroad Company, dated March 14, 1891, the first-named road, together with its leased lines, was leased to the New York Central and Hudson River Railroad Company. The lessee company assumes the payment of the principal and interest of all the lessor's indebtedness.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value
Authorized by law or charter and now outstanding	2,250	\$225,000
Number of stockholders.....		51

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	May 22, 1865	70	p.c. 7	May and Nov.	\$350,000	\$350,000
Second mortgage.....	April 1, 1891	24	5	Feb and Aug.	400,000	400,000
Total					\$750,000	\$750,000

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$318,878 08
Bridges.....	20,523 16
Superstructure (including ties)	515,473 87
Land and land damages.....	133,865 34
Passenger and freight stations.....	29,066 93
Engine and car houses.....	10,941 62
Engineering expenses.....	27,263 76
Cost of road not classified.....	13,447 24

Total cost of road \$964,400 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$964,400 00
Other permanent investments, as follows, viz.:	
Capital stock.....	10,600 00
	\$975,000 00

LIABILITIES.

Capital stock.....	\$225,000 00
Funded debt.....	750,000 00
	\$975,000 00

REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.

Name.	Residence.
THOMSON KINGSFORD	Oswego, N. Y.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
WILLIAM B. PHELPS	Oswego, N. Y.
M. TAYLOR PYNE	New York city.
FREDERICK H. GIBBENS	New York city.
EDWIN B. HOLDEN	New York city.
WILLIAM S. SLOAN	New York city.
MERRITT TRIMBLE	New York city.
WILLIAM W. PHELPS	Englewood, N. J.
J. E. TAYLOR	Morristown, N. J.
J. H. DURKEE	New York city.

Title of company, The Oswego and Syracuse Railroad Company.

General offices at Oswego, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

OWASCO RIVER.

(Date of charter June 2, 1881.)

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter and now out- standing	300	\$30,000	\$30,000

Number of stockholders 18

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1892.
Grading, masonry and ballast	\$7,450 72
Bridges	3,000 00
Superstructure (including ties)	10,666 10
Land damages	37,980 00
Engineering expenses	1,643 26
Interest and discount charged to construction	2,786 64
Total cost of road	\$58,637 34

EQUIPMENT.	
Locomotives	\$2,160 00
Freight and other cars	4,997 37
Total cost of equipment	\$7,157 37
Grand total cost of road and equipment	\$60,794 71

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$7,303 72
Less operating expenses (excluding all taxes)	6,706 00
Gross income from all sources	\$602 72
Deduction from income as follows, viz.:	
Interest on debt due and accrued	\$539 76
Rentals	5 00
Taxes on property used in operation of road	81 00
Taxes on earnings and capital stock	366 00
	994
Deficit for year ending June 30, 1892	\$390 72

OWASCO RIVER.

493

General Income Account.

Deficit for year ending June 30, 1899	\$390 13
Surplus up to June 30, 1891	21,088 60
Total surplus June 30, 1892	<u>\$21,398 47</u>

DETAILED STATEMENT OF RENTALS.

Paid John W. Farmer's estate, for right of way	\$5 00
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Analysis of Gross Earnings and Operating Expenses.

Freight all local	7,308 75
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OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	3,381 34
------------------------	----------

Maintenance of equipment:

Repairs of locomotive	\$20 10
Repairs of cars	218 02

Total	<u>\$233 12</u>
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Conducting transportation:

Wages of conductors and men	\$1,595 40
Wages of engineers and firemen	1,095 00
Fuel for locomotives	288 75
Oil and waste	99 72
Station supplies	13 10

Total	<u>\$3,091 97</u>
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Total operating expenses	<u>\$6,706 43</u>
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$53,627 34
Cost of equipment	7,157 37
	<u>\$60,784 71</u>

LIABILITIES.

Capital stock	\$30,000 00
---------------------	-------------

Current liabilities, as follows, viz.:

Loans	9,486 24
Profit and loss (surplus)	21,298 47
	<u>\$60,784 71</u>

Traffic and Mileage Statistics.

ITEM.

All local.

Number of tons of freight carried	25,693
Number of tons of freight carried one mile	12,846
Freight train mileage	800

ITEM.	Earnings.	Expenses.	Profit.
Freight earnings and expenses (including miscellaneous earnings)	\$7,308 75	\$6,706 43	\$602 32
Average per ton of freight carried	28	25	02
Average per ton of freight per mile	56	52	04
Average per freight train per mile	2 25	2 09	16

ITEM.

All local.

Computed on earnings from carrying freight only.	Cents.
Average rate received per mile per ton for carrying freight, all classes	50

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line from the depot of the N. Y. C. and H. R. R. R. in Auburn, N. Y., to the railroad yard of D. M. Osborne & Co., single track .....	.50
Sidings and turnouts on main line	1.64
Grand total of tracks, sidings and turnouts.....	2.14
Laid with steel rail, main line.....	2.14
Average life of rails—steel, 9 years in use; average life of ties, 6 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 140
Wooden bridges.....	3	2,047
Total.....	4	2,187

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in pounds.	Average life of each in years.
Locomotives, 4 drivers	1	\$4,080	40,000	*
Box freight cars.....	3	\$437	9,000	†
Flat freight cars.....	8	386	8,000	*
Total	11	.....	.....	.....

Ordinary brake and coupler used on freight cars and ordinary switch used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$15,000
Highway crossings at grade protected by gates or flagmen.....	3

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Lumber.....	5,628	22
Pig and bar iron and steel.....	3,803	15
Coal and coke.....	2,525	
Shipments of manufactured goods received from companies within this State from manufactories within this State	11,490	
All other manufactures.....	2,159	
Total.....	25,603	

EMPLOYES.

Average number of persons employed (including officials) during the year	
Aggregate amount of salaries and wages paid them during the year.....	\$2,600

* Nine years in use.

† One year in use.

OWASCO RIVER.

495

Officers of the Company.

Name.	Title.	Official Address.
THOMAS M. OSBORNE	President.....	Auburn, N. Y.
JOHN H. OSBORNE.....	Secretary and Treasurer.....	Auburn, N. Y.
EDWIN D. METCALF	General Manager and Superintendent	Auburn, N. Y.
ALEXANDER MCKAIN	Chief Engineer.....	Auburn, N. Y.

Directors of the Company.

Name.	Residence.
CYRENUS WHEELER	Auburn, N. Y.
EDWIN D. METCALF	Auburn, N. Y.
JOHN H. OSBORNE	Auburn, N. Y.
HENRY J. KOSTERS	Auburn, N. Y.
CALVIN YOUNG	Auburn, N. Y.
THOMAS M. OSBORNE	Auburn, N. Y.
CLARENCE F. KOSTERS	Auburn, N. Y.
CLARENCE F. BALDWIN	Auburn, N. Y.
S. ELLIOT GRANT	Auburn, N. Y.
FRANK E. SWIFT	Auburn, N. Y.
C. EUGENE ALMY	Auburn, N. Y.
ALEXANDER MCKAIN	Auburn, N. Y.

Title of company, Owasco River Railway.

General offices at Auburn, N. Y.

Date of close of fiscal year, June 1.

Date of stockholders' annual meeting, June 2.

For information concerning this report, address John H. Osborne, Treasurer.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

HENRY H. KINGSTON, Receiver.

(Date of charter, September 7, 1887)

Organized under the laws of the States of Pennsylvania and New Jersey, governing the incorporation and regulation of railroad corporations.

This was formerly the Pennsylvania, Slatington and New England Railroad Company, organized under the Laws of New Jersey and Pennsylvania; which railroad, with all its property and franchises, was sold to Wm. W. Gibbs, of Philadelphia, Pa., at a master's sale in the town of Newton, Sussex county, New Jersey, April 20, 1887, under decree of foreclosure in the Circuit Court of the United States for the eastern district of Pennsylvania and the district of New Jersey, at the suit of the Metropolitan Trust Company, of the city of New York. At a meeting of the purchaser and associates, duly held the 5th of September, 1887, the said railroad was reorganized under the name of the Pennsylvania, Poughkeepsie and Boston Railroad Company, which company acquired ownership of the Campbell Hall Connecting Railroad, or the railroad operated in New York State, and extending from a point near Liberty Corners, N. Y., on the State line between New Jersey and New York to Pine Island, Orange county, N. Y., a distance of 3.78 miles.

On the 17th day of February, 1891, at the application of creditors, the Pennsylvania, Poughkeepsie and Boston Railroad Company was placed in the hands of a receiver (Mr. Henry H. Kingston, of Philadelphia), by decree of the United States Circuit Court for the district of New Jersey.

Capital Stock and Funded Debt.

COMMON STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	60,000	\$3,000,000	.....
Issued for reorganization	35,000	\$1,750,000	\$1,750,000
Issued for purchase of Campbell Hall Connecting Railroad	5,000	250,000	250,000
Total now outstanding.....	40,000	\$2,000,000	\$2,000,000
Number of stockholders.....			67

FUNDED DEBT.

DESIGNATION OF LIQ.	Date.	Due.	INTEREST		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage P. P. & B. railroad.....	Jan. 1, 1889	1889	p.c. 8	July & Jan	\$1,500,000	\$1,500,000	\$1,500,000
Second mortgage P. P. & B. railroad....	Jan. 1, 1890	1910	8	July & Jan.	500,000	250,000	250,000
First mortgage Slat. Valley railroad.....	July 1, 1888	1916	4	Jan. & July.	100,000	61,500	61,500
Total .....	.....	.....	.....	.....	\$3,100,000	\$1,811,500	\$1,811,500

Cost of Road and Equipment.

ROAD.

Total cost up to
June 30, 1892.

Grading, masonry and ballast	\$1,322,401 45
Bridges	285,835 00
Superstructure (including ties)	80,155 00
Rails	173,127 00
Land, land damages	226,684 00
Fences	28,464 00
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations	59,845 40
Engineering expenses	5,920 75
Interest and discount charged to construction	164,063 85
Purchase of constructed road	1,491,970 69
Telegraph line	1,965 12
Total cost of road	\$3,880,452 26

EQUIPMENT.

Locomotives	\$111,510 00
Passenger cars	46,475 00
Mail, baggage and express cars	33,775 00
Freight and other cars	325,150 00
Total cost of equipment	\$506,910 00
Grand total cost of road and equipment	\$4,387,362 26

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$197,964 60
Less operating expenses (excluding all taxes)	214,612 79
Deficit from all sources	\$16,628 19

Deductions from income as follows, viz.:

Interest on funded debt due and accrued	\$134,744 34
Rentals	54,793 88
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	6,750 00
Interest on current liabilities	40,904 25
	237,192 47
Deficit for year ending June 30, 1892	\$253,830

General Income Account.

Deficit for year ending June 30, 1892	\$253,830
Deficit up to June 30, 1891	551,415
Total deficit June 30, 1892	\$805,245

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON.

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DETAILED STATEMENT OF RENTALS.

Trackage rights over New York, Lake Erie and Western railroad between Pine Island and Campbell Hall, N. Y.	\$37,903 50
Trackage rights over New York, Susquehanna and Western railroad between Harrisburgh Junction and Swartwood Junction, N. J.	15,484 82
Trackage rights over the Lehigh and Lackawanna railroad between Bender's Junction and Pen Argy, Pa.	4,891 70
Terminal facilities of the Lehigh Valley railroad at Slatington, Pa.	4,277 86
Yard tracks of the Central New England and Western railroad at Campbell Hall, N. Y.	600 00
Sundry other rentals.	1,636 00
Total amount of rentals deducted from income.	\$54,793 88

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.		\$170,880 88	\$170,880 88
Passengers, through and local.	\$23,108 05		23,108 05
Express.	66 82		66 82
Miscellaneous, as follows, viz.:			
Mileage.	102 81	3,881 09	3,983 90
Total gross earnings.	\$23,272 66	\$174,711 92	\$197,984 60

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.	\$2,871 43
Repairs of bridges (including culverts and cattle-guards).	1,357 58
Repairs of stations, shops, docks, etc.	1,557 12
Repairs of fence.	49 34
Other expenses for maintenance of way and structures.	14,952 96
Total.	\$30,788 43

Maintenance of equipment:

Repairs of locomotives.	\$10,462 75
Repairs of cars.	12,138 64
Repairs of machinery and tools.	894 69
Other expenses for maintenance of equipment.	2,143 08
Total.	\$25,639 16

Conducting transportation:

Wages of conductors and men.	\$20,858 94
Wages of engineers and firemen.	24,416 57
Fuel for locomotives.	41,359 57
Oil and waste.	1,359 51
Water supply.	1,532 29
Other train supplies or expenses.	2,612 19
Wages of station agents and clerks.	6,897 64
Wages for labor at stations.	568 45
Station supplies.	2,025 43
Wages of watchmen, flagmen and switchmen.	2,217 78
Other expenses for conducting transportation.	1,656 04
Total.	\$105,494 61

General expenses:

Salaries of general officers and clerks.	\$25,560 00
General office expenses and supplies.	465 47
Lithography and printing.	1,068 78
Outside agencies and advertising.	3,600 56
Legal expenses.	25,206 08
Losses and damage of freight and baggage.	814 24
Damage to cattle and property.	237 50
Injuries to persons.	115 75
Telegraph maintenance and operation.	4,806 11
Other general expenses.	1,599 12
Total.	\$62,770 59
Grand total operating expenses.	\$214,612 79

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$3,850,452 26
Cost of equipment	506,910 00

Other permanent investments as follows, viz.:

Stock of other companies	\$1 00
Bonds of other companies	247,285 00
	<hr/> 247,285 00

Current assets as follows, viz.:

Cash on hand	\$16,889 48
Open accounts	32,733 51
	<hr/> 49,623 99
Profit and loss (deficiency)	805,236 20
	<hr/> <hr/> \$5,459,436 45

LIABILITIES.

Capital stock	\$2,000,000 00
Funded debt	1,811,500 00

Current liabilities as follows, viz.:

Interest on funded debt due and accrued	\$238,065 92
Auditing vouchers and pay-rolls	178,473 07
Loans and bills payable	694,055 30
Sundries	9,066 43
Car trust notes	272,060 30
Receiver's certificates	239,708 98
Interest accounts	91,506 60
	<hr/> 1,647,935 45
	<hr/> <hr/> \$5,459,436 45

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried	39,406
Number of passengers carried one mile	1,175,427
Number of tons of freight carried	330,823
Number of tons of freight carried one mile	24,341,986

Passenger train mileage	95,073
Freight train mileage	162,369
All other train mileage	49,916
Total train mileage	<hr/> 315,376

Earnings.

Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$33,273 68
Average per passenger carried	536
Average per passenger per mile	019
Average per passenger train per mile	340
Freight earnings and expenses (including miscellaneous earnings)	174,711 92
Average per ton of freight carried	518
Average per ton of freight per mile	017
Average per freight train per mile	109

ITEM.

Computed on earnings from carrying passengers and freight only.	Through and local
Average rate received per mile for carrying passengers, all classes	Cent
Average rate received per mile per ton for carrying freight, all classes	1.6

Description of Road and Equipment.

TRACK.	MILES OWNED.		TOTAL MILES.	
	Length in N. Y. State	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Slatington, Pa., to Pine Island, N. Y. single track	3.78	47.77	3.78	51.55
Branches, or other roads, laid single track.....		.80		.80
Total single track	3.78	48.57	3.78	52.35
Sidings and turnouts on main line .....	.33	11.49	.33	11.82
Grand total of tracks, sidings and turnouts.....	4.11	60.06	4.11	64.17
Laid with steel rail, main line.....	3.78	47.77	3.78	51.55
Laid with steel rail, branches or other roads.....		.80		.80

Weight of rails per yard — steel, maximum, 60 lbs.; minimum, 54 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State.	Entire length.	Owned or leased.	Miles laid with steel rail.
Howerton Branch.....	Hower's Br., Pa.	Howerton, Pa. ....	.....	.80	Owned...	.80
New York, Lake Erie and Western railroad	Pine Is., N. Y.	Campbell Hall, N. Y.	16.84	16.84	Track-age rights.	16.84
New York, Susquehanna & Western railroad	Harrisburg, N. J.	Swartswood, N. J. ...	18.47	18.47		18.47
Lehigh & Lackawanna R. R.	Bender's Jc., Pa.	Pen Argyle.....	8.18	8.18		8.18

BRIDGES.

	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	14	<i>Feet.</i> 3,802
Wooden trestles	68	2,293
Total	82	6,095

EQUIPMENT.

	Number owned	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
1 locomotives, 6 drivers	6	\$9,000	4-104,000	6	.....
1 locomotives, 4 drivers.....	8	7,900	2-108,000 96,100	8	.....
Total	14	.....	.....	14	.....

Description of Road and Equipment—(Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars.....	15	\$4,600	.....	15	15
Baggage, mail and express cars.....	8	3,860	.....	8	8
Total.....	18	.....	.....	18	18

Box freight cars.....	51	\$475	.....	.....	.....
Coal freight cars.....	550	450	.....	.....	550
Flat freight cars.....	40	325	.....	.....	.....
Caboose, 4-wheel cars.....	4	525	.....	.....	.....
Service cars.....	2	1,000	.....	.....	.....
Total.....	647	.....	.....	.....	550

Passenger cars are equipped with Westinghouse automatic air brake and Miller coupler, freight cars with Gould patent, Union patent and Thornton patent coupler. Split switches exclusively used on entire line.

Miscellaneous Statistics.

Item.	Entire line.
Cost of real estate now held by company, exclusive of that used in operation....	\$2,000 00
Total assessed value of real estate and personal property of company.....	1,000,000 00
Railroads crossing road at grade	1
Railroads crossing road over or under grade.....	5

Passenger cars are heated by steam, lighted with oil and ventilated by hood ventilators. Adams' Express Company runs over this road; the railroad company receives forty per cent of the gross receipts.

Pullman's Palace Car Company's cars used in through trains until April 19, 1892; discontinued after that date.

Officers of the Company.

Name.	Title.	Official Address.
W. W. GIBBS.....	President.....	Philadelphia, Pa.
HENRY H. KINGSTON.....	Receiver and General Manager.....	Philadelphia, Pa.
MORRIS R. BOCKINS.....	Secretary.....	Philadelphia, Pa.
JOS. R. SAGER.....	Treasurer.....	Philadelphia, Pa.
E. J. FALLON.....	Auditor.....	Philadelphia, Pa.
C. E. MACK.....	General Freight and Passenger Agt....	Philadelphia, Pa.
C. H. STANTON.....	General Superintendent.....	Philadelphia, Pa.

Directors of the Company.

Name.	Residence.
ARTHUR E. NEWBOLD.....	Philadelphia, Pa.
ALFRED N. CHANDLER.....	Philadelphia, Pa.
WM. B. SCOTT.....	Philadelphia, Pa.
WM. W. GIBBS.....	Philadelphia, Pa.
MORRIS R. BOCKINS.....	Philadelphia, Pa.
HENRY H. KINGSTON.....	Philadelphia, Pa.
RANDAL MORGAN.....	Philadelphia, Pa.

Title of company, Pennsylvania, Poughkeepsie and Boston Railroad Company.

General offices at 227 South Fourth street, Philadelphia, Pa.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, September 5

For information concerning this report address E. J. Fallon, Auditor.

PHILADELPHIA AND READING.

(Date of charter, April 4, 1833.)

Consolidated Companies:

Northern Liberties and Penn. Township railroad, Commonwealth of Pennsylvania, act of April 23, 1839, and amendments.
 Port Kennedy railroad, Commonwealth of Pennsylvania, act of March 8, 1859, and amendments January 26, 1890.
 Lebanon Valley railroad, Commonwealth of Pennsylvania, act of April 1, 1836, and amendments thereto.
 Lebanon and Tremont railroad, Commonwealth of Pennsylvania.
 Schuylkill and Susquehanna railroad, Commonwealth of Pennsylvania, act of April 5, 1836, and amendments thereto.
 Mount Carbon railroad, Commonwealth of Pennsylvania, act of April 30, 1829, and amendments thereto.
 Mahanoy and Shamokin railroad, Commonwealth of Pennsylvania, formed by consolidation of Mahanoy and Broad Top Mountain railroad, Mahanoy Valley railroad, Enterprise railroad, Shamokin and Trevorton railroad, and Zerbe Valley railroad.
 Moselem railroad, Commonwealth of Pennsylvania, act of March 23, 1865.
 West Reading railroad, Commonwealth of Pennsylvania, act of March 20, 1860.

Authorizing the same:

Northern Liberties and Penn. Township railroad, merged May 8, 1891, act of May 16, 1861.
 Port Kennedy railroad, merged June 19, 1872, act of May 16, 1861.
 Lebanon Valley railroad, merged March 20, 1866, act of May 5, 1857.
 Lebanon and Tremont railroad, merged March 25, 1871, act of May 16, 1861.
 Schuylkill and Susquehanna railroad, merged June 19, 1872, act of May 16, 1861, and April 4, 1872.
 Mount Carbon railroad, merged May 13, 1872, act of May 16, 1861.
 Mahanoy and Shamokin railroad merged.
 Moselem Railroad Company own stock.
 West Reading railroad, April 12, 1873, act of March 16, 1861.

Leased Lines:

Colebrookdale Railroad Company, January 17, 1870.
 Pickering Valley Railroad Company, January 13, 1872.
 East Pennsylvania Railroad Company, May 19, 1869.
 Allentown R. R. Co.
 Little Schuylkill Navigation Railroad and Coal Company, July 7, 1868.
 Mine Hill and Schuylkill Haven Railroad Company, May 12, 1864.
 Mount Carbon and Port Carbon Railroad Company, March 5, 1860.
 Mill Creek and Mine Hill Navigation and Railroad Company, July 25, 1861.
 Schuylkill Valley Navigation and Railroad Company, July 25, 1861.
 East Mahanoy Railroad Company, January 12, 1863.
 Shamokin, Sunbury, Lewisburg Railroad Company, May 29, 1868.
 Philadelphia, Germantown and Norristown Railroad Company, November 10, 1870.
 Chestnut Hill Railroad Company, November 30, 1870.
 Catawissa Railroad Company, October 10, 1872.
 Philadelphia and Chester Branch Railroad Company.
 North Pennsylvania Railroad Company, May 4, 1879.
 Delaware and Bound Brook Railroad Company, May 4, 1879.
 Norristown Junction Railroad Company.
 Schuylkill and Lehigh Railroad Company, May 1, 1883.
 Philadelphia, Harrisburg and Pittsburg, October 15, 1890.
 Lehigh Valley railroad and branches, February 11, 1892.
 Pennsylvania and New York canal and railroad, February 11, 1892.
 Easton and Amboy railroad, February 11, 1892.
 Lehigh Valley Terminal, February 11, 1892.
 State Line and Sullivan and Loysock railroad, February 11, 1892.
 Wilkesbarre and Harvey's Lake railroad, February 11, 1892.
 Southern Central railroad, February 11, 1892.
 Waverly and State Line railroad, February 11, 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash, issued on account of construction, cash, property acquired and purchased, dividends and conversion of bonds and now outstanding	802,107.935	\$40,105,361.78	\$40,105,361.78
Number of stockholders			167

* Not limited.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Prior mortgage loans.....	*	*	p.c.	Jan. & July	\$6,180,000 00	\$2,466,700 00
Prior mortgage loans.....	1857	55	6	Jan. & July	7,000,000 00	79,000 00
Prior mortgage loans.....	1868	25	4½	April & Oct.	2,700,000 00	2,700,000 00
Consolidated mortgage.....	1871	40	6	July & Dec.	25,000,000 00	8,162,000 00
Consolidated mortgage.....	.....	.....	7	July & Dec.	.....	10,649,000 00
Improvement	1873	34	6	Apr. & Oct.	10,000,000 00	9,364,000 00
Income	1876	20	7	July & D c.	10,000,000 00	1,600 00
Consol.	1882	40	5	May & Nov.	80,000,000 00	5,767,042 00
Consol.	1883	50	5	Feb. & Aug.	80,000,000 00	1,535 00
General	1886	70	4	Jan. & July	100,000,000 00	28,604,658 77
First preferred income.....	1886	70	..	February...	24,400,000 00	23,948,806 45
Second preferred income.....	1888	70	..	February...	22,800,000 00	16,176,413 78
Third preferred income...	1888	70	..	February...	.....	17,974,099 67
Real estate bonds	1888	.....	.....	February...	.....	2,119,756 69
Conv. adj. scrip. ....	.....	.....	.....	.....	.....	1,810 00
Debenture loan.....	1868	25	6	Jan. & July	.....	1,100 00
Debenture loan.....	1869	25	4	Jan. & July	.....	6,000 00
Debenture loan.....	1878	20	6	May & Nov.	900,000 00	1,000 00
Debenture loan.....	1891	50	5	F. M. A. & N.	8,500,000 00	5,388,000 00
Debenture conv. loan.....	1873	20	7	Jan. & July	10,500,000 00	10,800 00
Debenture guar. scrip.....	1877	5-7	6	Jan. & July	.....	7,250 00
Def. income bonds	1882	.....	.....	.....	34,800,000 00	7,670,427 09
Sinking funds	1892	10	5	Feb. & Aug.	2,000,000 00	2,000,000 00
Purchase money	1892	50	5	May & Nov.	700,000 00	700,000 00
Car trust certificates	Feb. 15, 1883	10	6	.....	.....	201,000 00
Car trust, series B.....	Mar. 15, 1884	10	6	.....	.....	204,000 00
Car trust, series C.....	July 1, 1887	10	5	.....	.....	630,000 00
Car trust, series D.....	Mar. 1, 1890	10	5	.....	.....	2,480,000 00
Total .....					.....	\$157,814,402 45

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending July 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Bridges and trestles.....	\$41,355 31	.....
Other real estate.....	487,140 96	.....
Sidings and yard extensions	275,960 42	.....
Passenger and freight stations, engine and car houses	166,183 81	.....
Wharfing	13,985 59	.....
Cost of road up to June 30, 1891	1,518 33	.....
Total cost of road.....	\$986,143 92	\$986,053,526 33

EQUIPMENT.

Passenger, mail, baggage, express and freight cars.....	\$2,644,514 81	\$17,227,612 :
Barges, floats and tugs	18,650 93	1,686,886 :
Total cost of equipment	\$2,662,965 74	\$19,914,498 :
Grand total cost of road and equipment.....	\$3,649,109 66	\$105,668,006 :

* Various, due 1910. † Various.

PHILADELPHIA AND READING.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$32,942,216 97
Less operating expenses (excluding all taxes).....	19,774,808 46

Net earnings from operation..... \$13,167,408 51

Income from other sources, as follows, viz.:

Dividends on stocks owned.....	\$228,911 43
Interest on bonds owned.....	110,075 99
Miscellaneous income less expenses.....	286,176 27
	575,163 69

Gross income from all sources..... \$13,742,572 20

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$6,448,368 54
Rentals.....	6,311,229 66
Taxes.....	489,103 28
Other deductions.....	110,289 70
	13,358,990 18

Net income from all sources..... \$383,712 03

Payments from net income, as follows, viz.:

Other payments from net income.....	962,096 53
-------------------------------------	------------

Deficit for year ending June 30, 1892..... \$508,384 51

General Income Account.

Deficit for year ending June 30, 1892.....	\$508,384 51
Surplus up to June 30, 1891.....	1,334,754 00

Total surplus June 30, 1892..... \$736,369 49

Detailed Statement of Rentals.

Mine Hill and Schuylkill Haven Railroad Company.....	\$336,816 00
Mount Carbon and Port Carbon.....	36,350 00
Mill Creek and Mine Hill Navigation and Railroad Company.....	33,000 00
Schuylkill Valley Navigation and Railroad Company.....	29,450 00
Little Schuylkill Navigation Railroad and Coal Company.....	217,492 00
East Pennsylvania.....	128,867 00
Philadelphia, Germantown and Norristown.....	261,456 68
Chestnut Hill.....	16,478 00
Catawissa.....	388,880 00
North Pennsylvania.....	661,556 80
Delaware and Bound Brook.....	276,000 00
Shamokin, Sunbury and Lewisburg.....	110,540 00
Swedesport Bridge Company.....	2,455 00
Allentown Terminal Company.....	14,505 45
Colebrookdale.....	12,789 42
Pickering Valley.....	6,550 93
Allentown.....	3,302 07
Schuylkill and Lehigh.....	27,000 00
Lehigh Valley.....	3,531,197 50
Schuylkill Navigation.....	9,196 56
Susquehanna Canal.....	22,396 25

Total amount of rentals deducted from income..... \$6,311,229 66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Right, through and local.....		\$36,791,121 20	\$36,792,121 20
Freighters, through and local.....	\$5,352,086 70		\$5,352,086 70
Mail.....	120,665 21		120,665 21
Express.....	398,959 33		398,959 33
Miscellaneous as follows, viz.:			
Other sources.....		268,384 53	268,384 53
Total gross earnings.....	\$5,866,711 24	\$37,075,505 73	\$32,942,216 97

REPORT OF THE RAILROAD COMMISSIONERS.

* OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>	
Repairs of track.....	\$180,866 78
Steel rails laid, 19,297 tons.....	
Repairs of roadbed.....	1,589,953 62
Repairs of bridges, (including culverts and cattle-guards).....	307,810 76
Repairs of stations, shops, docks, etc.....	508,307 59
Other expenses for maintenance of way and structures.....	780,182 08
Total.....	\$3,367,121 88
<i>Maintenance of equipment:</i>	
Repairs of locomotives.....	\$1,841,696 58
Repairs of cars.....	1,836,104 19
Repairs of machinery and tools.....	59,303 47
Other expenses for maintenance of equipment.....	50,835 19
Total.....	\$3,977,939 68
<i>Conducting transportation:</i>	
Wages of conductors, men, engineers and firemen.....	\$5,304,841 58
Fuel for locomotives.....	1,901,125 67
Water supply.....	354,540 17
Other train supplies or expenses and locomotive supplies.....	816,187 21
Wages of station agents and clerks and wages for labor at stations.....	1,596,101 86
Station supplies.....	152,555 09
Wages of watchmen, flagmen and switchmen.....	362,176 59
Other expenses for conducting transportation.....	110,865 93
Total.....	\$10,127,424 10
<i>General expenses:</i>	
Salaries of general officers and clerks.....	\$679,478 77
General office expenses and supplies.....	283,815 07
Stationery and printing.....	60,554 76
Outside agencies and advertising.....	116,473 12
Legal expenses.....	111,730 35
Loss and damage of freight and baggage.....	47,142 53
Damage to cattle and property and injuries to persons.....	136,445 68
Telegraph maintenance and operation.....	222,779 20
Mileage of cars of other companies (debit balance).....	136,463 27
Other general expenses.....	1,227,440 66
Total.....	\$3,009,323 30
Grand total operating expenses.....	\$19,774,808 46

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$36,053,526 33
Cost of equipment.....	19,614,420 54
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	\$17,640,371 41
Bonds of other companies.....	6,138,669 52
Other investments.....	81,614,718 95
	106,393,759 88
<i>Current assets as follows, viz.:</i>	
Cash on hand.....	\$1,079,690 53
Bills receivable.....	61,633 17
Due by agents.....	2,111,942 29
Open accounts.....	4,118,970 88
Materials and supplies.....	3,881,430 69
Sundries.....	3,818,646 27
	15,067,318
	\$226,129,079 1

* Not distributed in report to passenger and freight traffic.— R. R. Commissioners.

PHILADELPHIA AND READING.

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LIABILITIES.

Capital stock.....	\$40,105,361 78
Funded debt.....	157,314,402 45

Current liabilities as follows, viz.:

Interest on funded debt due and accrued	\$1,505,729 00	
Audited vouchers and pay-rolls	3,051,597 88	
Loans and bills payable.....	3,013,049 45	
Sundries.....	288,494 21	
Rentals.....	2,444,183 85	
		10,303,086 89
Sundries.....		12,443,969 13
Unmatured installments on equipment purchased.....		5,225,909 84
Profit and loss (surplus)		786,369 49
		<u>\$226,129,079 58</u>

Traffic and Mileage Statistics.

ITEM.	Through and local.
Number of passengers carried	22,509,193
Number of passengers carried one mile.....	277,120,919
Number of tons of freight carried.....	32,674,989
Number of tons of freight carried one mile.....	3,055,824,984
Passenger train mileage.....	7,484,530
Freight train mileage.....	16,105,669
All other train mileage.....	9,472 570
Total train mileage.....	<u>33,062,778</u>

ITEM.

Computed on earnings from carrying passengers and freight only.	Through and local.
Average rate received per mile for carrying passengers, all classes	Cents.
Average rate received per mile per ton for carrying freight, all classes.....	1.09
	.88

Description of Road and Equipment.

TRACK.	Miles owned outside N. Y. State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from Philadelphia to Mt. Carbon, Pa., single track	98.40			98.40	
Branches, or other roads, laid single track	228.60	422.57	1,588.76	422.57	1,817.36
Total single track	327.00	422.57	1,588.76	422.57	1,915.76
Second track on main line.....	98.40				
Second track on branches, or other roads	69.80	95.24	632.19	95.24	820.39
Total second track	168.20	95.24	632.19	95.24	820.39
Sidings and turnouts on main line.....	226.80				226.80
Sidings and turnouts on branches or other roads.....	196.80	115.05	1,072.63	115.05	1,269.43
Total sidings and turnouts.....	423.60	115.05	1,072.63	115.05	1,496.23
Grand total of tracks, sidings and turnouts.....	918.80	632.86	333.58	632.86	4,232.38
Laid with steel rail.....				581.99	3,437.17
Laid with iron rail				50.87	795.21

Average life of rails—steel, 15 years; iron, 6 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 90 lbs., minimum, 60 lbs.; iron, maximum, 68 lbs; minimum, 48 lbs.; gauge of track 4 feet 8½ inches; ballasted with broken stone, cinders and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To.	Length in N. Y. State.	Entire length.	Owned or leased.	Miles of double track.
Main line.....	Philadelphia, Pa.	Mt. Carbon, Pa. ....	.....	98.40	Owned.	98.40
Northern Liberties & Pennsylv.	Phila., Broad st.	Phila., Del. river.	.....	1.40	Owned.	1.40
Township.....	Pt. Kennedy, Pa.	Lime Kiln, Pa.	.....	1.20	Owned.	.....
Port Kennedy branch.....	Lebanon, Pa.	Brookside, Pa.	.....	42.20	Owned.	.....
Lebanon and Freemont branch.....	Reading, Pa.	Harrisburg, Pa.	.....	53.70	Owned.	44.50
Lebanon Valley branch.....	Auburn, Pa.	Rockville, Pa.	.....	58.40	Owned.	.....
Schuylkill and Susq. branch.....	Mt. Carbon, Pa.	Wadesville and Mt. Laffee, Pa.	.....	8.50	Owned.	.....
Mt. Carbon branch.....	New Castle and Mahanoy city.	Port Trevorton, Pa.	.....	64.00	Owned.	23.90
Mahanoy & Shamokin branch..	Keesport, Pa.	Leesport, Pa.	.....	1.70	Owned.	.....
Moselem branch.....	Reading, Pa.	Reading, Pa.	.....	1.90	Owned.	.....
West Reading branch.....	Pottstown, Pa.	Barto, Pa.	.....	12.80	Leased.	.....
Coldbrookdale R. R.	Phoenixville, Pa.	Byers, Pa.	.....	11.30	Leased.	.....
Pickering Valley R. R.	Reading, Pa.	Allentown, Pa.	.....	36.00	Leased.	15.50
East Pennsylvania R. R.	Topton, Pa.	Kutztown, Pa.	.....	4.50	Leased.	.....
Allentown R. R.	Port Overton, Pa.	Tamaqua and Reevesdale, Pa.	.....	28.10	Leased.	.....
Little Schuylcr Nav. R. R. C. Co.	Sch. Haven, Pa.	Locust Gap Junction and C. Pa.	.....	51.80	Leased.	27.00
Mine Hill & Schuyk'l Hav. R. R.	Mt. Carbon, Pa.	Port Carbon, Pa.	.....	2.50	Leased.	2.50
Mount Carbon and Pt. Carbon.	Mill Creek Junction, Pa.	New Castle, Pa.	.....	3.80	Leased.	3.80
Mill Creek and Mine Hill Nav. R. R.	Port Carbon, Pa.	Reevesdale, Pa.	.....	11.00	Leased.	5.30
Schuylkill Valley Nav. and R. R. Co.	East Mahanoy Junction, Pa.	St. Nicholas, Pa.	.....	14.10	Leased.	2.60
East Mahanoy R. R.	West Milton, Pa.	Shamokin, Pa.	.....	31.10	Leased.	20.50
Sham., Sunb'y & Lewisb'g R. R.	Philada., Pa.	Norristown and Germantown	.....	29.50	Leased.	20.40
Phila., Germ't'n & Norrist'n R. R.	Germant'n, Pa.	Chestnut Hill	.....	4.00	Leased.	.....
Chestnut Hill, Pa.	Tamanend, Pa.	Newb'y Junct., Pa.	.....	96.50	Leased.	11.50
Catawissa R. R.	Grays Ferry, Pa.	Thurlow, Pa.	.....	10.50	Leased.	4.90
Philadelphia and Chester R. R.	Philadelphia, Pa.	Peth Doytest. and Yardley, N. J.	.....	86.40	Leased.	76.30
North Pennsylvania R. R.	Yardley, N. J.	Bound Brook and Trenton, N. J.	.....	33.70	Leased.	27.00
Dela. and Bound Brook R. R. ...	Mill st., Norristown, Pa.	Marsh'lst., Nor't'n	.....	40	Leased.	40
Norristown Junction R. R.	Reading, Pa.	Slatington, Pa.	.....	44.00	Leased.	.....
Schuylkill and Lehigh R. R.	Harrisburg, Pa.	Shippensburg, Pa.	.....	40.60	Leased.	50
Phila., Harrisb'g & Pittsb'g R. R.	Phillipsburg, N. J.	Wilkesbarre, Pa.	.....	536.64	Leased.	167.24
Lehigh Valley R. R.	State Line, N. Y.	Buffalo, N. Y.	307.46	307.46	Leased.	94.94
Lehigh Valley Ry.	Wilkesbarre, Pa.	State Line, N. Y.	.....	104.95	Leased.	87.20
Pennsylvania and New York Canal and Road Co.	Perth A'boy, N. J.	Phillipsburg, N. J.	.....	75.84	Leased.	60.00
Easton and Amboy R. R.	S. Plainfield, N. J.	Jersey City, N. J.	.....	31.44	Leased.	20.91
Lehigh Valley Terminal Ry.	Monrocton, Pa.	Bowmans Creek	.....	51.22	Leased.	.....
State Line and Sullivan Loyalsock R. R.	Luzerne, Pa.	Harveys Lake	.....	13.50	Leased.	.....
Wilkesb're & Harvey Lake R. R.	State Line, N. Y.	Fair Haven, N. Y.	114.71	114.71	Leased.	.....
Southern Central R. R.	Waverly, Y. Y.	State Line, N. Y.	40	40	Leased.	40
Waverly and State Line R. R. ...						
Total.....			422.57	1915.76		820.39

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	180	Feet. 14,936	680	Feet. 68,18
Stone bridges.....	45	691	262	12,860
Wooden bridges.....	8	217	467	22,905
Wooden trestles.....	113	13,454	425	66,227
Total.....	341	29,298	1,864	170,17

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8, 6 and 4 drivers.....	1,144	241	1,385	763	.....
First-class passenger cars.....	364	242	606	606	606
Second-class passenger cars.....	165	.....	165	165	165
Baggage, mail and express cars.....	281	45	326	326	326
Total.....	810	287	1,097	1,097	1,097
Box freight cars.....	14,678	2,892	17,570	5,698	8,792
Stock freight cars.....	615	200	815	405	598
Coal freight cars.....	41,034	14,575	55,609	.....	10,072
Flat freight cars.....	4,605	3,865	8,470	2	2,786
Caboose, 4 and 8-wheel cars.....	508	.....	508	10	50
Service cars.....	1,851	133	1,984	179	3
Total.....	63,291	21,665	84,956	6,294	22,301

The passenger and freight cars are equipped with New York and Westinghouse brake and Miller and Van Dorsten, Gould, Janney, Thurmond and Mather couplers.

The Lorenz point switches are in use on this line.

Cars heated with steam and outside stoves, lighted by gas and ventilated by the standard system.

The United States Express Company operates on this line. The railway company furnishes cars and motive power, for which the express company pays a percentage of gross receipts.

Pullman's Palace Car Company operates on this line, furnishes its own cars and makes its own collections.

For transporting the mails there is no contract; the terms vary on the several mail routes.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	407,058	1.36
Grain.....	1,117,144	3.47
Meats and provisions.....	402,067	1.26
Live stock.....	190,964	.59
Lumber and bark.....	1,370,39	4.26
Iron and bar iron and steel.....	1,426,058	4.43
Pig or other ores, and steel rails, stone, sand, etc.....	3,337,545	10.88
Coal and coke.....	19,513,169	60.66
Petroleum and other oils.....	236,030	.73
Manufactures.....	1,435,978	4.43
All other merchandise.....	1,088,079	3.38
All other agricultural products.....	428,960	1.34
All other articles not included above.....	1,221,304	3.81
Total.....	32,174,989	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	23	2	25
Employees.....	280	165	385
Others.....	131	142	273
Total.....	434	249	683

EMPLOYEES.

average number of persons employed (including officials) during the year..... 28,716

aggregate amount of salaries and wages paid them during the year..... \$16,197,796 64

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
A. A. McLEOD.....	President.....	Philadelphia, Pa.
J. R. MAXWELL.....	First Vice-President.....	New York city.
CHARLES HARTSHORNE.....	Second Vice-President.....	Philadelphia, Pa.
ROBERT H. BYRE.....	Third Vice-President.....	Philadelphia, Pa.
JOHN RUSSELL YOUNG.....	Fourth Vice-President.....	Philadelphia, Pa.
W. A. CHURCH.....	Treasurer.....	Philadelphia, Pa.
W. R. TAYLOR.....	Secretary.....	Philadelphia, Pa.
DANIEL JONES.....	Comptroller.....	Philadelphia, Pa.
T. A. SWEGARD.....	General Manager.....	Philadelphia, Pa.
C. M. LAWLER.....	Assistant General Manager.....	Philadelphia, Pa.
H. K. NICHOLS.....	Chief Engineer.....	Philadelphia, Pa.
ALFERT FOSTER.....	Purchasing Agent.....	Philadelphia, Pa.
JOHN TAYLOR.....	General Traffic Manager.....	Philadelphia, Pa.
B. H. BAIL.....	General Freight Agent.....	Philadelphia, Pa.
JOHN H. JONES.....	General Coal Freight Agent.....	Philadelphia, Pa.
C. G. HANCOCK.....	General Passenger Agent.....	Philadelphia, Pa.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
GEORGE DEB. KEIM.....	Philadelphia, Pa.
THOMAS COCHRAN.....	Philadelphia, Pa.
THOMAS DOLAN.....	Philadelphia, Pa.
A. J. ANTELO.....	Philadelphia, Pa.
JAMES BOYD.....	Norristown, Pa.
SAMUEL R. SHIPLEY.....	Philadelphia, Pa.

Title of company, The Philadelphia and Reading Railroad Company.

General offices at 227 South Fourth street, Philadelphia, Pa.

Date of close of fiscal year, 30th day of November.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address W. A. Church, Treasurer.

PORT JERVIS, MONTICELLO AND NEW YORK.

(Date of charter, November 17, 1886.)

This company was organized and incorporated November 17, 1886, with an authorized capital of \$500,000. It purchased the road (and equipment) originally constructed by the Monticello and Port Jervis Railway Company, connecting Monticello, the county seat of Sullivan county, with the Erie railway at Port Jervis, N. Y., a distance of 24 miles, and commenced building an extension of about 17 miles in length, from Huguenot, a station on the original road, to Summitville, a station on the New York and Western railroad, passing through the Neversink and Mamakating valley and forming new connection east and west.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash	609	\$60,900	\$60,9
Issued on account of construction	3,482	348,200	.....
Total now outstanding	4,091	\$409,100	.....

Number of stockholders

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First mortgage 6 per cent gold bonds....	Dec. 1, 1887	40	6	Jan. 1, Dec. 1	\$500,000	\$364,000	\$364,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$8,218 34
Rails		7,468 84
Land		7,246 59
Land damages		30,521 79
Fences		2,336 44
Engine and car houses		8,172 00
Shops, machinery and tools	\$15 00	471 84
Engineering expenses		4,525 79
Interest and discount charged to construction		1,738 83
Road built by contract		560,000 00
Purchase of constructed road		172,943 35
Total cost of road	\$15 00	\$803,663 81
EQUIPMENT.		
Mail, baggage and express cars		\$310 56
Freight and other cars		7,933 31
Total cost of equipment		\$8,243 87
Grand total cost of road and equipment	\$15 00	\$811,907 68

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$56,387 68
Less operating expenses (excluding all taxes)	40,681 65
Gross income from all sources	\$15,606 03
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$21,840 00
Interest on current liabilities	3,690 91
Taxes on property used in operation of road, earnings and capital stock and all other taxes	3,799 50
	29,530 41
Deficit for year ending June 30, 1892	\$13,924 88

General Income Account.

Deficit for year ending June 30, 1892	\$13,924 88
Deficit up to June 30, 1891	64,304 61
Total deficit June 30, 1892	\$78,228 99

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$29,659 68	\$29,659 68
Passengers, all local.....	\$21,408 17		21,408 17
Mall.....	1,842 60		
Express.....	3,368 48		5,306 08
Miscellaneous.....		18 75	18 75
Total gross earnings.....	\$26,609 25	\$29,678 43	\$56,287 68

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$378 85	\$378 85	\$757 70
Steel rails laid.....	160 49	160 48	320 97
Repairs of roadbed.....	6,615 01	6,615 00	13,230 01
Repairs of stations, shops, docks, etc.....	94 00	94 00	48 00
Other expenses for maintenance of way and structures.....	70 57	70 58	141 15
Total.....	\$7,348 92	\$7,348 91	\$14,497 83

Maintenance of equipment:

Repairs of locomotives.....	\$674 81	\$674 81	\$1,749 62
Repairs of cars.....	64 34	64 35	128 69
Repairs of machinery and tools.....	23 37	23 36	64 73
Total.....	\$971 52	\$971 52	\$1,943 04

Conducting transportation:

Wages of conductor- and men.....	\$2,117 56	\$2,117 55	\$4,235 11
Wages of engineers and firemen.....	2,356 67	2,356 67	4,713 34
Fuel for locomotives.....	3,444 12	3,444 12	6,888 24
Oil, waste and water supply.....	205 15	205 15	410 30
Other train supplies or expenses.....	63 67	63 67	127 34
Wages of station agents and clerks.....	1,170 00	1,170 00	2,340 00
Wages for labor at stations.....	612 45	612 44	1,224 89
Station supplies.....	93 45	93 45	186 90
Other expenses for conducting transportation..	89 32	89 33	178 65
Total.....	\$10,152 39	\$10,152 38	\$20,304 77

General expenses:

Salaries of general officers and clerks.....	\$720 88	\$720 84	\$1,441 67
Stationery and printing.....	108 91	103 92	207 83
Loss and damage of freight and baggage.....	10 58	10 58	21 16
Damage to cattle and property.....	109 35	109 35	218 70
Mileage of cars of other companies (debit balance).....	697 47	697 47	1,394 94
Other general expenses.....	325 86	325 85	651 71
Total.....	\$1,968 00	\$1,968 01	\$3,936 01
Grand total operating expenses.....	\$20,340 88	\$20,340 82	\$40,681 65

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....		\$803,663 8
Cost of equipment.....		8,243 8
Current assets, as follows, viz.:		
Cash on hand.....	\$179 59	
Bills receivable, due by agents.....	4,019 87	
Open accounts.....	530 00	
Profit and loss (deficiency).....		4,729 4
		78,228 1
		\$804,896 1

PORT JERVIS, MONTICELLO AND NEW YORK.

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LIABILITIES.	
Capital stock	\$409,100 00
Funded debt.....	864,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$51,330 00	
Audited vouchers and pay-rolls	6,761 67	
Open accounts.....	2,649 53	
Loans and bills payable	61,024 98	
		121,766 18
		\$894,866 18

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	50,048
Number of passengers carried one mile.....	1,156,924
Number of tons of freight carried.....	44,842
Number of tons of freight carried one mile.....	698,316
Passenger train mileage.....	43,660
Freight train mileage	28,796
Total train mileage.....	72,456

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$36,609 25	\$30,340 83	\$6,268 42
Average per passenger carried.....	5316	4064	1252
Average per passenger per mile.....	022	018	005
Average per passenger train per mile.....	6094	4659	1435
Freight earnings and expenses (including miscellaneous earnings).....	29,678 43	30,340 82	9,337 61
Average per ton of freight carried.....	663	454	208
Average per ton of freight per mile.....	0436	0291	0134
Average per freight train per mile.....	1 0806	7063	3343

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.....	
Average rate received per mile for carrying passengers, all classes.....	2.3
Average rate received per mile per ton for carrying freight, all classes	4.35

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Port Jervis to Monticello, single track.....	23.75
Branches, or other roads, laid single track.....	17.30
Total single track	41.05
Sidings and turnouts on branches or other roads.....	1.50
Grand total of tracks, sidings and turnouts.....	42.55
Laid with steel rails, main line.....	25.10
Laid with iron rails, main line.....	15.95

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
Summitville Division..	Huguenot Junc..	Summitville	17.30	17.30	Owned .	17.30

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	4	Feet. 321
Wooden bridges.....	10	404
Wooden trestles.....	1	1,300
Total	15	1,625

EQUIPMENT.	Number owned.	Number leased.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	1	3	1	.....
Locomotives, 4 drivers.....	.....	.....	.....	1	.....
Total.....	2	1	3	2	.....
First-class passenger cars.....	.....	2	.....	.....	2
Second-class passenger cars.....	1	.....	.....	.....	.....
Baggage, mail and express cars.....	2	.....	.....	.....	2
Total.....	3	2	.....	.....	4
Box freight cars.....	5	.....	.....	.....	.....
Flat freight cars.....	10	.....	.....	.....	.....
Service cars.....	9	.....	.....	.....	.....
Total.....	24	.....	24	.....	.....

Westinghouse brake and Miller automatic coupler on passenger cars and link and pin coupler on freight cars.
Safety split switches only on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	24.75
Total assessed value of real estate and personal property of company	\$86,500
*Highway crossings at grade without protection.....	.....
Overhead obstructions less than twenty feet above track .....	.....

Passenger cars are heated by steam, lighted by oil lamps, and ventilated by roof ventilator.
The National Express Company runs over this line, receipts pro-rated and \$50 per month paid for messenger service.

Contracts with the United States government for transportation of mails as follows: Mont cello division, \$44.46 per mile per annum for 24.56 miles; Summitville division \$42.75 per mile per annum for 17.56 miles.

* All protected by sign boards only.

PORT JERVIS, MONTICELLO AND NEW YORK.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	890	.71
Grain	2,385	5.88
Meats and provisions	1,549	8.45
Live stock	85	.06
Lumber and cord wood	8,878	7.68
Stone and sand	7,966	17.76
Iron or other ores	1,200	2.68
Coal and coke	14,778	82.96
Petroleum and other oils	90	.80
Manufactures	1,894	4.30
All other merchandise	1,735	3.87
All other agricultural products	1,506	3.86
All other articles not included above	7,941	17.71
Total.....	44,843	100

EMPLOYES.

Average number of persons employed (including officials) during the year..... 58
 Aggregate amount of salaries and wages paid them during the year..... \$94,098 69

Officers of the Company.

Name.	Title.	Official Address.
PETER E. FARNUM	President.....	Port Jervis, N. Y.
WADE BUCKLEY.....	Vice-President	Port Jervis, N. Y.
BENJ. RYALL.....	General Manager	Port Jervis, N. Y.
W. H. NEARPASS	Treasurer and Secretary.....	Port Jervis, N. Y.
GEO. M. WELLS	Auditor	Port Jervis, N. Y.

Directors of the Company.

Name.	Residence
PETER E. FARNUM.....	Port Jervis, N. Y.
WADE BUCKLEY.....	Port Jervis, N. Y.
W. H. NEARPASS.....	Port Jervis, N. Y.
O. P. HOWELL.....	Port Jervis, N. Y.
BENJ. RYALL.....	Port Jervis, N. Y.
DR. SOL VAN ETTEN.....	Port Jervis, N. Y.
A. J. HARDENBURGH.....	Brooklyn, N. Y.
C. V. R. LUDINGTON.....	Monticello, N. Y.
C. G. BENNETT.....	Wurtsboro, N. Y.
WM. NORRIS.....	Godeffroy, N. Y.
FRANCIS MARVIN.....	Port Jervis, N. Y.
W. B. ROYCE.....	Middletown, N. Y.
C. E. CUDDENBACK.....	Port Jervis, N. Y.

Title of company, Port Jervis, Monticello and New York Railroad.

General office at Port Jervis, N. Y.

Date of close of fiscal year, June 30, 1893.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report address Benj. Ryall, General Manager.

PROSPECT PARK AND CONEY ISLAND.

(Date of charter, October 9, 1874.)

The Prospect Park and Coney Island Railroad Company was formed by the consolidation of the Park Avenue Railroad Company and the Greenwood and Coney Island Railroad Company, articles of agreement and consolidation dated September 30, 1874, made under the authority chapter 448 of the Laws of 1874. The articles of association of the Prospect Park and Coney Island Railroad Company, and of agreement and consolidation between the Park Avenue and Greenwood and Coney Island railroads, were filed in the office of the Secretary of State, October 1874.

The articles of association of the Park Avenue Railroad Company were filed in the office of the Secretary of State, February 12, 1870.

The articles of association of the Greenwood and Coney Island Railroad Company were filed in the office of the Secretary of State, August 16, 1873.

The following are the acts of the Legislature relating to the organization, consolidation and construction of the railroads of this company:

Chapter 600, Laws of 1870; chapter 531, Laws of 1873; chapter 443, Laws of 1874; chapter 307, Laws of 1874.

This company operates under a lease, the New York and Coney Island railroad, by virtue of the provisions of chapter 218, Laws of 1889; chapter 349, Laws of 1890.

On the 1st of January, 1896, this company leased for the full term of its corporate existence, to the Atlantic Avenue Railroad Company of Brooklyn, all its horse car railroads, rights and properties in the city of Brooklyn, already constructed, or that it had a legal right to construct, or any right that it might thereafter acquire to construct a horse car railroad through or upon any of the streets or avenues in the city of Brooklyn, for the annual net rental or sum of twenty-one thousand (\$21,000) dollars, payable semi-annually, free and clear and exclusive of all taxes, assessments, costs, expenses, insurance and charges of every kind or nature whatsoever, as more fully appears by a certain indenture, lease and agreement between the said Prospect Park and Coney Island Railroad Company and the Atlantic Avenue Railroad Company, made and executed December 9, 1895.

In addition to the acts above-mentioned as applying to the railroads of this company see, also, chapter 293 of the Laws of 1896.

On the 27th day of May, 1897, this company sold its said horse car railroad franchises and property to the said Atlantic Avenue Railroad Company of Brooklyn, under the authority of chapter 293 of the Laws of 1896, for the sum of \$490,000, the whole amount of purchase money being secured by bond and mortgage (Interest five per cent) upon the property sold, payable upon the 1st day of January, 1898, the date of the maturity of the first mortgage bonds of this company, amounting to \$500,000.

Capital Stock and Funded Debt.

CAPITAL STOCK AND INCOME BONDS.

	COMMON.		Income bonds, total par value.
	No. of shares.	Total par value.	
Authorized by law or charter	5,000	\$500,000	.....
Reduced to	2,500	\$250,000	.....
Issued on account of construction	2,500	\$250,000	.....
*Income bonds not secured by mortgage			\$250,000
Total now outstanding	2,500	\$250,000	\$500,000

Grand total of common stock and income bonds now outstanding \$500,000 00
Number of stockholders 27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Oct. 1, 1874	20	p.c.	Jan. and July	\$500,000	\$500,000	\$500,000
Second mort. bonds...	Feb. 1, 1886	40	7	Feb. and Aug.	500,000	490,000	490,000
Third mort. bonds...	Mar. 1, 1891	40	6	Mch. and Sept.	200,000	96,000	96,000
Total					\$1,200,000	\$1,016,000	\$1,016,000
Deduct amount of bonds and mortgage of Atlantic Avenue Railroad Company of Brooklyn, proceeds of sale of horse-car franchise and property in said city						490,000	
Net funded debt now outstanding						\$506,000	

* Interest payable only out of net earnings of each year after payment of interest on the prior bonded indebtedness, which interest is not cumulative; issued May 1, 1890, for 40 years; interest 6 per cent, payable May and November.

PROSPECT PARK AND CONEY ISLAND.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast		\$16,375 91
Bridges		19,815 32
Superstructure (including ties)	\$991 53	106,883 05
Land, buildings, fixtures, etc.	10,926 29	535,117 17
Land damages		23,566 15
Engineering expenses		1,989 07
Purchase of constructed road		300,000 00
Total cost of road	\$11,927 81	\$1,063,746 67
EQUIPMENT.		
Locomotives		\$57,101 57
Passenger cars		65,777 31
Freight and other cars		6,448 68
Total cost of equipment		\$129,327 56
Grand total cost of road and equipment	\$11,927 81	\$1,133,074 23

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

On account Thirty-ninth street ferry extension (track)	\$991 53
Various betterments to new union depot, interest, etc.	3,604 77
New switch tower at Kensington junction	1,449 00
New dynamo for electric-light plant	1,862 47
* Sundry betterments charged to land, buildings, fixtures, etc	4,030 04
Total	\$11,927 81

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$159,387 34
Less operating expenses (excluding all taxes)	129,820 18
Net earnings from operation	\$29,567 16
<i>Income from other sources as follows, viz.:</i>	
Atlantic Avenue railroad, interest	\$31,000 00
Rent and privileges	19,890 52
Gross income from all sources	\$70,457 88
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$66,100 00
Rentals	13,000 00
Taxes on property used in operation of road and all other taxes....	4,079 93
Interest on floating debt	7,088 38
	90,218 36
Deficit for year ending June 30, 1892	\$19,760 58

General Income Account.

Deficit for year ending June 30, 1892	\$19,760 58
Deficit up to June 30, 1891	90,471 98
Total deficit June 30, 1892	\$110,232 56

DETAILED STATEMENT OF RENTALS.

New York and Coney Island Railroad, one year rental of leased road, Coney Island depot to Coney Island Point	\$10,000 00
Prospect Park and South Brooklyn Railroad Company; one year rental of leased road from Kensington Junction to city line	3,000 00
Total amount of rentals deducted from income	\$13,000 00

Land, buildings and fixtures account was credited with \$2,137.29 during the year. Item on above is net after deducting this amount.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$5,067 86	\$5,067 86
Passengers, all local	\$154,319 48		154,319 48
Total gross earnings	\$154,319 48	\$5,067 86	\$159,387 34

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$4,905 75
Repairs of roadbed, renewal of ties	1,689 50
Repairs of bridges (including culverts and cattle guards)	61 50
Repairs of stations, shops, docks, etc	2,231 06
Repairs of fences	47 58
Total	\$8,935 39

Maintenance of equipment :

Repairs of locomotives	\$5,402 01
Repairs of cars	4,087 64
Repairs of machinery and tools	276 30
Total	\$9,765 95

Conducting transportation :

Wages of conductors and men	\$10,071 78
Wages of engineers and firemen	12,122 75
Fuel for locomotives	19,825 92
Oil and waste	1,466 86
Water supply	455 11
Other train supplies or expenses	801 91
Wages for labor at stations	11,633 33
Station supplies	3,282 39
Wages of watchmen, flagmen and switchmen	14,994 72
Other expenses for conducting transportation	283 30
Total	\$74,948 07

General expenses :

Salaries of general officers and clerks	\$16,338 53
General office expenses and supplies	1,562 77
Stationery and printing	2,179 90
Outside agencies and advertising	4,378 15
Legal expenses	4,825 02
Insurance	4,921 36
Injuries to persons	228 58
Telegraph maintenance and operation	1,122 75
Mileage of cars of other companies (debit balance)	603 71
Other general expenses	110 00
Total	\$36,170 77

Grand total operating expenses	\$129,820 18
--------------------------------------	--------------

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$1,008,756 67
Cost of equipment	129,327 56

Other permanent investments, as follows, viz.:

Bonds of other companies	420,000
--------------------------------	---------

Current assets, as follows, viz.:

Cash on hand	\$15,942 45
Bills receivable	21,238 54
Due by agents	210 00
Open accounts	18,946 59
Materials and supplies	907 99
Profit and loss (deficiency)	57,345
	110,232
	\$1,720,352

PROSPECT PARK AND CONEY ISLAND.

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LIABILITIES.

Capital stock.....	\$350,000 00
Income bonds.....	250,000 00
Funded debt.....	1,016,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$29,990 00	
Rentals unpaid	6,500 00	
Audited vouchers and pay-rolls.....	4,484 38	
Open accounts.....	7,777 05	
Loans and bills payable.....	155,800 98	
		204,552 36
		<u>\$1,730,552 36</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	1,220,919
Passenger train mileage	202,618
Freight train mileage	2,570
All other train mileage.....	5,818
Total train mileage.....	<u>212,001</u>

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line laid from Ninth avenue and Twentieth street, Brooklyn, to Coney Island Beach, single track	5.87	.....	5.87
Branches or other roads, laid single track .....	.36	3.78	4.14
Total single track.....	6.23	3.78	10.01
Second track on main line	5.33	.....	5.33
Second track on branches or other roads .....	.36	1.37	1.73
Total second track.....	5.69	1.37	7.06
Sidings and turnouts on main line	6.74	.....	6.74
Sidings and turnouts on branches or other roads .....	.33	1.59	1.92
Total sidings and turnouts.....	7.07	1.59	8.66
Grand total of tracks, sidings and turnouts	18.99	6.74	25.73
Laid with steel rail, main line.....	15.77	.....	15.77
Laid with steel rail, branches or other roads	1.05	5.53	6.58
Laid with iron rail, main line	2.17	.....	2.17
Laid with iron rail, branches or other roads .....	.....	1.21	1.21

Average life of rails—steel, 16 years; iron, 9 years; average life of ties, 6 years; weight of rails per yard—steel, 70 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken slate.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Prospect Park and Coney Island Railroad.....	Brooklyn, Bath & West End R. R....	Fifth avenue, bet. Thirty-sixth and Thirty-sev'th sts.	.86	Owned.	.86	.86
New York and Coney Island Railroad.....	Coney Isl'nd Dep't	Coney Island Pt...	2.41	Leased.	.....	2.41
Prospect Park and South Brooklyn Railroad.....	Kensington Junc.	City Line.....	1.15	Leased.	1.15	1.15
Brooklyn, Bath and West End Railroad.....	City Line Junc....	Union Depot.....	.23	Leased.	.23	.23
Oulver Route.....	Parkville.....	Bay Ridge.....	3.50	Track's	3.50	3.50

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden trestles.....	1	Feet. 2,043

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, in pounds.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	9	2	11	.....	42,000	10	.....
First-class passenger cars.....	42	14	56	\$1,375	31,000	56	56
Baggage, mail and express cars.....	1	.....	1	500	30,000	1	1
Total.....	43	14	57	.....	.....	57	57
Box freight cars.....	1	.....	1	\$400	34,000	.....	.....
Gondolas.....	19	.....	19	280	14,000	.....	.....
Caboose, 4-wheel cars.....	1	.....	1	300	9,000	.....	.....
Service, 4-wheel cars.....	2	.....	2	300	9,000	.....	.....
Total.....	23	.....	23	.....	.....	.....	.....

Passenger cars are equipped with Cowell patent coupler and spring buffer, and freight cars with McKeen automatic coupler.

Brahm automatic needle and Lorentz switches are used in all main line connections.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	10.9
Railroads crossing road at grade.....	.....
Railroads crossing road over or under grade.....	.....
Highway crossings at grade without protection.....	.....
Highway crossings at grade protected by gates or flagmen.....	2
Highway crossings over or under grade.....	.....

Passenger cars are heated with Spear and Baker heaters, lighted with kerosene oil and ventilated by sash ventilators.

The Long Island Parlor Car Company runs cars to the Brooklyn Jockey Club race track during spring and fall meetings. The extra charge is twenty-five cents for passage each way the entire distance.

PROSPECT PARK AND CONEY ISLAND.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Grain	819	6
Live stock	94	.5
Lumber	568	12
Stone, etc	407	7
Coal and coke	294	4.5
Petroleum and other oils	171	3.5
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	810	6
All other manufactures	70	1.5
All other merchandise	387	8
Beer, ale, ice cream, milk, ice, etc.	2,474	50
Total	4,979	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	.....	3
Employees	1	1	2
Others .....	.....	2	2
Total	4	3	7

EMPLOYEES.

Average number of persons employed (including officials) during the year.....

180

Officers of the Company.

Name.	Title.	Official Address.
ANDREW R. CULVER	President	4 and 5 Court square, Brooklyn, N. Y.
ALLAN C. WASHINGTON	Treasurer	4 and 5 Court square, Brooklyn, N. Y.
HIRAM A. FARON	Secretary	4 and 5 Court square, Brooklyn, N. Y.
ALBERT B. BIRCK	Auditor	4 and 5 Court square, Brooklyn, N. Y.
RICHARD SCHENCKHOORN	Superintendent	Ninth ave. and 20th st., Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
ANDREW R. CULVER	Brooklyn, N. Y.
ALLAN C. WASHINGTON	New York city.
AUSTIN CORBIN	New York city.
SIDNEY WEBSTER	New York city.
FRALEY C. NISBET	Brooklyn, N. Y.
THEODORE B. MOORE	New York city.
HIRAM A. FARON	Brooklyn, N. Y.

Title of company, Prospect Park and Coney Island Railroad.

General offices at 4 and 5 Court square, Brooklyn, N. Y.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting, third Monday in September.

For information concerning this report address Andrew R. Culver, President.

PROSPECT PARK AND SOUTH BROOKLYN.**LESSOR.****LESSEE — PROSPECT PARK AND CONEY ISLAND.**

(Date of charter, June 12, 1888.)

This company was organized for the purpose of constructing a railroad from Gravesend avenue, near Thirty-eighth street, in the town of Flatbush, to the city line, near Thirty-eighth street, to connect the railroad of the Prospect Park and Coney Island Railroad Company on Gravesend avenue with the railroad of the Brooklyn, Bath and West End Railroad Company at said city line and Thirty-eighth street.

On the 1st day of January, 1890, the railroad of the Prospect Park and South Brooklyn Railroad Company was leased for the full term of its corporate existence to the Prospect Park and Coney Island Railroad Company, at an annual rental of three thousand (\$3,000) dollars per annum, payable half yearly (July 1st and January 1st), and said railroad is now in the possession of and is being operated by said Prospect Park and Coney Island Railroad Company in connection with its main line on Gravesend avenue, thereby making a through line of double-track railroad from Coney Island to the new Union depot at Fifth avenue and Thirty-sixth street, Eighth ward, city of Brooklyn.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding.....	500	\$50,000
Number of stockholders		10

Cost of Road.

	Total cost up to June 30, 1892.
Superstructure (including ties) and rails.....	\$31,359 82
Land and land damages.....	18,049 18
Total cost of road	\$50,000 00

Income Account for Year Ending June 30, 1892.

<i>Income from all sources, as follows, vis.:</i>	
Rent from Prospect Park and Coney Island railroad under lease.....	\$3,000 00
<i>Payments from net income as follows, vis.:</i>	
Dividends declared, six per cent on \$50,000 common stock	3,000 00

Officers of the Company.

Name.	Title.	Official Address.
ANDREW R. CULVER.....	President	4 and 5 Court sq., Brooklyn, N. Y.
ALLEN C. WASHINGTON	Treasurer	4 and 5 Court sq., Brooklyn, N. Y.
LYSANDER STACEY	Secretary	4 and 5 Court sq., Brooklyn, N. Y.
A. B. BIERCK	Auditor	4 and 5 Court sq., Brooklyn, N. Y.
R. SCHERMERHORN.....	Superintendent	9th ave. and 20th st., New York city.

Directors of the Company.

Name.	Residence.
ANDREW R. CULVER	Brooklyn, N. Y.
ALLAN C. WASHINGTON	New York city.
THEODORE B. MOORE	New York city.
LYSANDER STACEY	Brooklyn, N. Y.
HIRAM A. FARON	Brooklyn, N. Y.
ARTHUR D. HAMPTON	Brooklyn, N. Y.
ALBERT B. BIERCK.....	Brooklyn, N. Y.

Title of company, Prospect Park and South Brooklyn Railroad Company.

General offices at 4 and 5 Court square, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in September.

For information concerning this report, address Andrew R. Culver, President.

RENSSELAER AND SARATOGA.

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RENSSELAER AND SARATOGA.

LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, April 14, 1832.)

The Rensselaer and Saratoga Railroad Company was organized and chartered April 14, 1832, to run from Troy to Ballston, a distance of twenty-five miles.

The present miles of road now owned and leased by the Rensselaer and Saratoga Railroad Company is about 300 miles. June, 1860, the Rensselaer and Saratoga Railroad Company leased the Saratoga and Schenectady railroad and the Albany and Vermont railroad. In 1865, the Rensselaer and Saratoga Railroad Company leased the Saratoga and Whitehall railroad and the Rutland and Washington railroad. In 1868 the Rensselaer and Saratoga Railroad Company leased and became owners of all the capital stock of the Glens Falls railroad. February, 1870, the Rensselaer and Saratoga Railroad Company leased the Rutland and Whitehall railroad.

May 1, 1871, the Rensselaer and Saratoga Railroad Company leased all its roads and leased lines to the Delaware and Hudson Canal Company which are now operated by them.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	100,000	\$10,000,000	\$10,000,000

Number of stockholders 596

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	May, 1871	50	p.c. 7	May. and Nov.	\$2,000,000	\$2,000,000	\$2,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$336,994 56	\$3,399,933 15
Bridges	12,565 19	909,338 92
Superstructure (including ties)	137,386 72	2,588,714 38
ails	14,790 98	325,937 05
and	7,008 35	90,389 41
and damages	1,327 98	1,070,488 75
ences		4,177 43
essenger and freight stations	5,472 06	423,026 93
gine and car houses	1,477 60	475,354 48
rops, machinery and tools		21,954 21
rel and water stations		16,323 66
ngineering expenses	2,889 23	923,394 35
tegraph line		2,432 34
Total cost of road	\$519,908 27	\$9,509,744 66

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment—(Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Locomotives		\$427,750 00
Passenger cars		219,300 01
Mail, baggage and express cars		3,500 00
Freight and other cars		697,294 00
Total cost of equipment		\$1,347,744 01
Grand total cost of road and equipment		\$10,917,488 67

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

<i>Grading and masonry :</i>		
Gradings for second track	\$306,655 50	
Grading for side tracks	9,323 44	
Bridge masonry	21,106 68	\$336,994 56
<i>Bridges :</i>		
Replacing timber bridges with iron		12,565 19
<i>Superstructures :</i>		
For second track	\$122,541 47	
For side tracks	7,586 94	
For bridges	7,306 31	127,386 72
<i>Rails :</i>		
For second track	\$8,800 00	
For side tracks	5,981 89	14,790 96
<i>Land :</i>		
For gravel bank at Mechanicville	\$5,000 00	
For right of way	2,008 35	7,008 35
<i>Land damages :</i>		
For right of way, second track		1,327 98
<i>Passenger and freight stations :</i>		
New dock at Caldwell		5,472 66
<i>Engine and car houses :</i>		
Turn table at Mechanicville		1,477 60
<i>Engineering expenses :</i>		
Salaries of engineers, and expenses		2,889 28
		<u>\$519,908 27</u>

Income Account for Year Ending June 30, 1892.

<i>Income from all sources as follows, viz.:</i>		
Interest		\$1,680 00
From Delaware and Hudson Canal Company to maintain organization		1,000 00
From Albany and Vermont Railroad Company as per agreement		800 00
Gross income from all sources		\$3,480 00
<i>Payments from net income, as follows, viz.:</i>		
Salaries	\$1,300 00	
Interest on mortgage	68 90	
Law expenses and sundry expenses	1,300 25	2,668 15
Surplus for year ending June 30, 1892		<u>\$816 15</u>

RENSSELAER AND SARATOGA.

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General Income Account.

Surplus for year ending June 30, 1898	\$316 85
Surplus up to June 30, 1891	58,560 81
Total surplus June 30, 1898	<u>\$59,307 66</u>

General Balance Sheet June 30, 1898.

ASSETS.

Cost of road	\$9,569,744 65
Cost of equipment	1,847,744 01

Other permanent investments as follows, viz.:

Glens Falls railroad	456,481 85
Salem and Rutland railroad	150,638 11
Troy Union railroad	128,000 00
Ownership in Champlain Transportation Company's boats purchased by R. and S. Railroad Company	350,447 87

Current assets as follows, viz.:

Sundries	59,307 66
----------------	-----------

\$12,069,307 66

LIABILITIES.

Capital stock	\$10,000,000 00
Funded debt	2,000,000 00
Profit and loss (surplus)	59,307 66

\$12,069,307 67

Officers of the Company.

Name.	Title.	Official Address.
GEORGE H. CRAMER	President	Troy, N. Y.
JOHN H. NEHER	Secretary and Treasurer	Troy, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE H. CRAMER	Troy, N. Y.
JOS. M. WARREN	Troy, N. Y.
GEO. B. WARREN	Troy, N. Y.
CHARLES W. TILLINGHAST	Troy, N. Y.
WILLIAM H. DOUGHEY	Troy, N. Y.
CL. E. DUDLEY TIBBITS	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
NORMAN B. SQUIRES	Troy, N. Y.
EDWARD C. GALE	Troy, N. Y.
LE GRAND C. CRAMER	Troy, N. Y.
CHARLES B. RUSSELL	Troy, N. Y.
ISAAC V. BAKER	Comstock, N. Y.
JOHN HOBART WARREN	Hoosick Falls, N. Y.

Title of company, Rensselaer and Saratoga Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address John H. Neher, Treasurer.

RENSSELAER AND SARATOGA.

LESSEE.

Cost of Road and Equipment.

ROAD.	Additions or betterments by lessee during year ending June 30, 1892.	Lessee's total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast	\$37,222 88	\$37,222 88
Bridges	44,408 06	44,408 06
Superstructure (including ties)	16,123 88	16,123 88
Rails	6,779 40	6,779 40
Land	4,688 25	4,688 25
Land damages	1,198 40	1,198 40
Passenger and freight stations	*300 00	*300 00
Total cost of road	\$100,120 37	\$100,120 37
EQUIPMENT.		
Locomotives	\$31,614 96	\$712,132 68
Passenger cars	35,465 08	423,179 31
Mail, baggage and express cars	18,114 17	44,817 61
Freight and other cars	3,348 35	1,202,457 65
Total cost of equipment	\$148,542 56	\$2,382,587 25
Grand total cost of road and equipment	\$248,662 93	\$2,482,707 62

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for second track	\$12,038 92	
Grading for side tracks	204 11	
Bridge masonry	12,097 96	
Filling bridges	2,891 39	\$37,222 88
Widening bridges, account of second track, and replacing wooden bridges with iron		44,408 06
Superstructure for second track	\$6,910 06	
Superstructure for side track	6,448 23	
Superstructure for bridges	2,765 59	16,123 88
Rails for second track and side tracks	{ Second track .. 83	
	{ Side tracks .. \$6,779 37	6,779 40
Land in village of West Troy and expense account of same	\$4,530 00	
Land in city of Albany	125 00	
Recording deeds of land	13 25	4,688 25
Land for right of way in village of Fort Edward	\$840 00	
Required to fill trestle in village of Fort Edward	350 00	
Recording deeds	8 40	1,198 40
*Amount received from sale of old depot at West Rutland		300 00
Sixteen locomotives transferred from A. & S. R. R. equipment	\$161,839 92	
Headlight and fixtures for one new mogul freight locomotive	69 26	
Headlight and fixtures for four new mogul passenger locomotives	276 96	
Credit.		
By seven locomotives transferred to A. & S. equipment	\$161,736 14	
	70,121 18	91,614 96
Seats for new passenger cars, bought in 1891	\$4,530 00	
Steel wheels for same, bought in 1891	2,016 00	
Air breaks, etc., for same, bought in 1891	745 08	
Seven new passenger coaches, bought in 1892	38,174 00	35,465
Eight new baggage cars built at Delaware and Hudson shops		18,114
Standard car couplers for new 8-wheel gondola cars	\$3,025 00	
Freight charges, labor and expenses, inspection car axles account of same	208 70	
Expenses, inspection new box cars, etc	114 65	3,348
		\$248,662

* Credit.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$2,563,732 15
Less operating expenses (excluding all taxes)	1,561,904 07
Net earnings from operation	\$999,128 08
<i>Income from other sources as follows, viz.:</i>	
Dividend on Champlain Transportation Company's stock	9,545 00
Gross income from all sources	\$991,673 08
<i>Deductions from income, as follows, viz.:</i>	
Rentals	\$1,075,736 87
Taxes on property used in operation of road	77,754 93
Taxes on earnings and capital stock	96,504 84
Taxes other than above	897 23
	1,178,888 86
Deficit for year ending June 30, 1892	\$187,210 78

General Income Account.

Deficit for year ending June 30, 1892	\$187,210 78
Deficit up to June 30, 1891	581,517 57
Total deficit June 30, 1892	\$718,728 35

DETAILED STATEMENT OF RENTALS

Dividend on stock	\$797,855 99
Interest on bonds	140,000 00
Maintaining organization	1,000 00
Interest on equipment of Delaware and Hudson Canal Company	64,673 07
<i>Sub-leases:</i>	
Albany and Vermont	20,000 00
New York Central and Hudson River Railroad Company	2,500 00
Saratoga and Schenectady Railroad Company	81,750 00
Rutland and Whitehall Railroad Company	15,492 00
Green Island lots	455 81
Total amount of rentals deducted from income	\$1,075,736 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total
Freight, through	\$297,755 35		
Freight, local	1,281,016 21		
		\$1,528,771 56	\$1,528,771 56
Passengers, through	\$118,951 94		
Passengers, local	764,750 01		
	\$883,701 95		883,701 95
Mail	24,686 53		24,686 53
Extra baggage	3,274 59		3,274 59
Express	56,700 49		56,700 49
Newspaper and baggage express	6,434 65		6,434 65
<i>Miscellaneous, as follows, viz.:</i>			
Hauling cars	\$7 20		
Rents	11,327 77		
Telegraph	4,630 86		
Troy toll-bridge	42,141 96		
Locomotive service	1,834 29		
	28,108 76	32,053 33	60,162 09
Total gross earnings	\$1,002,907 27	\$1,560,894 89	\$2,563,732 15

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$100,421 21	\$140,306 85	\$240,630 06
Repairs of roadbed	6,739 34	11,968 12	18,792 46
Repairs of bridges (including culverts and cattle guards)	4,841 15	6,069 61	11,508 76
Repairs of stations, shops, docks, etc.	12,991 83	9,123 61	22,175 44
Repairs of fences	5,411 78	7,375 92	12,788 70
Other expenses for maintenance of way and structures	13,448 81	18,738 73	32,187 54
Total	\$143,914 12	\$194,163 84	\$338,077 96

Analysis of Gross Earnings and Operating Expenses — (Continued).

EARNINGS.	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$38,892 43	\$41,263 88	\$80,561 31
Repairs of cars.....	44,321 11	63,574 58	113,165 69
Repairs of machinery and tools.....	3,134 96	4,389 08	7,524 04
Other expenses for maintenance of equipment.....	12,355 58	17,659 49	30,015 07
Total.....	\$88,074 07	\$132,192 63	\$220,266 70
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$43,023 77	\$95,750 07	\$143,773 84
Wages of engineers and firemen.....	56,177 17	81,514 13	137,691 30
Fuel for locomotives.....	116,619 99	166,572 37	283,192 36
Oil and waste.....	9,576 68	12,003 88	21,580 56
Water supply.....	3,496 07	4,859 56	8,355 63
Other train supplies or expenses.....	8,817 82	10,960 60	19,778 42
Wages of station agents and clerks.....	17,108 44	50,402 23	67,510 67
Wages for labor at stations.....	21,696 90	84,515 29	106,212 19
Station supplies.....	9,114 43	4,972 02	14,086 45
Wages of watchmen, flagmen and switchmen.....	23,355 31	23,129 80	46,485 11
Other expenses for conducting transportation.....	7,473 23	14,057 45	21,530 67
Total.....	\$380,446 80	\$553,928 40	\$934,375 20
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$12,396 79	\$23,125 34	\$40,491 93
General office expenses and supplies.....	3,110 54	6,975 19	10,085 73
Stationery and printing.....	4,699 06	6,707 97	11,407 03
Outside agencies and advertising.....	8,343 34	65 08	8,408 42
Legal expenses.....	1,328 98	1,497 78	2,826 76
Loss and damage of freight and baggage.....	400 00	3,492 59	3,892 59
Damage to cattle and property.....	294 15	503 23	797 38
Injuries to persons.....	16,214 25	9,109 39	25,323 64
Telegraph maintenance and operation.....	7,063 22	21,120 86	28,184 08
Mileage of cars of other companies (debit balance).....	15,532 39	*21,767 90	*6,235 51
Insurance.....	5,397 98	8,377 07	13,575 05
Other general expenses.....	93 41	108 00	202 21
Total.....	\$74,699 01	\$64,255 20	\$138,954 21
Grand total operating expenses.....	\$637,134 00	\$944,470 07	\$1,581,604 07

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	92,281	2,157,138	2,249,419
Number of passengers carried one mile.....	34,544,393	32,733,352	67,277,745
Number of tons of freight carried.....	861,079	1,680,999	2,542,078
Number of tons of freight carried one mile.....	34,544,353	75,064,799	109,609,152
Passenger train mileage.....			819,840
Freight train mileage.....			564,801
All other train mileage.....			15,805
Total train mileage.....			1,400,446

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$1,002,907 27	\$637,134 00	\$365,773 27
Average per passenger-carried.....	44	28	16
Average per passenger per mile.....	0268	0170	0098
Average per passenger train per mile.....	1 22	77	4
Freight earnings and expenses (including miscellaneous earnings).....	1,560,824 88	944,470 07	616,354 81
Average per ton of freight carried.....	67	41	26
Average per ton of freight per mile.....	0142	0086	0056
Average per freight train per mile.....	2 76	1 67	1 09

* Credit.

Traffic and Mileage Statistics—(Continued).

ITEM Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes	Cents. 2.687	Cents. 2.353	Cents. 2.368
Average rate received per mile per ton for carry- ing freight, all classes .....	.869	1.639	1.394

Description of Road and Equipment.

TRACK.	MILES LEASED.	
	Length in N. Y. State.	Entire length.
Main line laid from Albany to Lake Champlain, single track....	79.14	79.14
Branches or other roads, laid single track	78.01	118.66
Total single track	155.15	191.80
Second track on main line	72.01	72.01
Second track on branches or other roads	6.09	6.09
Total second track	78.10	78.10
Sidings and turnouts on main line	44.88	44.88
Sidings and turnouts branches or other roads	40.70	54.80
Total sidings and turnouts	85.58	99.68
Grand total of tracks, sidings and turnouts	318.83	390.58
Laid with steel rail, main line	151.15	151.15
Laid with steel rail, branches or other roads	88.10	119.75
Laid with iron rail, main line	44.88	44.88
Laid with iron rail, branches or other roads	40.70	54.80

Average life of rails—steel 15 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 80 lbs.; minimum, 64 lbs.; iron, maximum, 68 lbs.; minimum, 56 lbs.; gauge of track 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
West Troy & Green Island	West Troy	Green Island	1.08	1.08	Leased.	1.08	2.14
Rensselaer and Saratoga	Troy	Waterford Junc.	5.59	5.59	Leased.	.43	6.02
Saratoga & Schenectady	Schenectady	Ballston	14.97	14.97	Leased.	4.60	19.57
Glens Falls Railroad	Fort Edward	Caldwell	15.12	15.12	Leased.	.....	15.12
Saratoga and Whitehall	Whitehall	State line	6.63	6.63	Leased.	.....	6.63
Rutland and Whitehall	State line	Castleton .....	.....	6.88	Leased.	.....	6.83
Rutland and Washington	Eagle Bridge	Rutland	32.32	32.44	Leased.	.....	32.44

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	77	Feet. 10,823	100	Feet 12,293
Wooden bridges	8	192	5	370
Wooden trestles	5	1,644	5	1,644
Total	85	12,658	110	14,307

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers ..	59	2	61	\$9,948 75	188,000	20	25	.....
Locomotives, 4 drivers ..	11	42	53		150,100	30	53	.....
Total.....	70	44	114	.....	.....	.....	78	.....
First-class passenger cars	66	52	118	\$4,737 00	37,500	15	118	118
Second and third class passenger cars.....	16	.....	16	1,931 00	.....	15	16	16
Baggage, mail and express cars ..	31	19	50	1,918 00	33,000	15	50	50
Total.....	113	71	184	.....	.....	.....	184	184
Box freight cars	628	471	1,099	\$630 00	29,400	10	.....	250
Stock freight cars	5	.....	5	620 00	20,000	10	.....	.....
Coal freight cars	1,239	249	1,488	517 00	24,500	10	.....	1,000
Flat freight cars	228	232	460	630 00	15,000	10	.....	10
Caboose, 4-wheel cars.....	14	20	34	477 00	10,000	10	.....	.....
Caboose, 8-wheel cars.....	2	2	4	505 67	21,000	10	.....	.....
Service cars.....	10	3	13	709 23	.....	10	1	1
Total.....	2,126	977	3,103	.....	.....	.....	1	1,361

Passenger cars equipped with Westinghouse automatic air brake and Miller and Gould coupler; freight cars with standard Gould and Trojan coupler.
Four-fifths of road equipped with automatic safety switch; the remainder has the ordinary stub switches.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	348.39	235.04
Total assessed value of real estate.....	.....	3,284,923
Length of steel rails laid during year in repairs, miles	37.53	43.29
Length of iron rails laid during year in repairs, miles.....	7.62	8.33
Railroads crossing road at grade	8	3
Railroads crossing road over or under grade	4	4
Highway crossings at grade without protection.....	169	210
Highway crossings at grade protected by gates or flagmen.....	51	57
Highway crossings over or under grade.....	30	22
Overhead obstructions less than twenty feet above track.....	8	9

Passenger cars are heated by Consolidated Car Heating Company's system, lighted by mineral seal oil, 300° test, and ventilated by Creamer and globe ventilators in transoms and elevated roofs.

National Express Company runs over this road, paying for local freight one and one-half fir class tariff rates; between New York, Rutland, Vt., and Rouse's Point, N. Y., two-thirds fir class; between other competing points, first-class; also 10 per cent of their profits.

Wagner Palace Car Company runs its cars over this road, and is paid three cents per mile for sleeping cars and one cent per mile for drawing-room cars. The railroad company lube and cleans outside of cars. Pullman's Palace Car Company also runs its cars over the road, receiving three cents per mile run; no additional charge made by railroad company.

Wagner Palace Car Company received during the year \$5,377.17, and the Pullman's Palace Car Company was paid \$196 41; total, \$5,473.58.

Mails are transported for compensation fixed by the government.

RENSSELAER AND SARATOGA.

529

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	21,551	0.92
Grain	49,591	2.12
Meats and provisions	25,389	1.08
Live stock	4,872	0.21
Lumber	144,140	6.15
Pig and bar iron and steel	84,439	3.61
Iron or other ores	372,682	15.91
Coal and coke	623,904	35.18
Petroleum and other oils	19,098	0.82
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	160,534	6.85
All other manufactures	88,711	3.79
All other merchandise	34,499	1.47
All other agricultural products	73,999	3.16
All other articles not included above	438,679	18.73
Total.....	2,342,078	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	9	.....	9
Employees	29	8	37
Others	10	18	28
Total	48	26	74

EMPLOYEES.

Average number of persons employed (including officials) during the year, 1,974
 Aggregate amount of salaries and wages paid them during the year \$1,050,676 00

For list of officers and directors of lessee company, see lessee's report of Albany and Susquehanna Railroad Company.

Title of lessee company, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report address S. T. S. Henry, Auditor.

ROCHESTER AND GENESEE VALLEY.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, July 2, 1851.)

This road was organized by charter dated July 2, 1851. It was operated as an independent road until about 1870 or 1871, when it was leased perpetually to the Erie Railway, now the New York, Lake Erie and Western Railroad Company.

It is operated by that company and to it reference must be had for further information on the various particulars on which information is desired.

Capital Stock.

	Number of shares.	Par value.
Authorized by law or charter	8,000	\$800,000
Issued for actual cash and now outstanding	5,552	555,200
Number of stockholders.....		54

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Net income from all sources as follows, viz.:

Rental received from lessee.....	\$34,012 00
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Payments from net income, as follows, viz.:

Dividends, 6 per cent on \$555,200, common stock	\$33,312 00
Maintaining organization.....	700 00
	<hr/>
	\$34,012 00

General Balance Sheet June 30, 1892.

ASSETS.

Value of road.....	\$555,200 00
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LIABILITIES.

Capital stock	555,200 00
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Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES BRACKETT	President.....	Rochester, N. Y.
DANIEL W. POWERS.....	Vice-President.....	Rochester, N. Y.
JOSIAH ANSTICE.....	Secretary and Treasurer	Rochester, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
JAMES BRACKETT	Rochester, N. Y.
D. W. POWERS.....	Rochester, N. Y.
E. FRANK BREWSTER	Rochester, N. Y.
S. J. MACY.....	Rochester, N. Y.
HAYWOOD HAWES.....	Rochester, N. Y.
JOSIAH ANSTICE.....	Rochester, N. Y.
B. D. MCALPINE.....	Rochester, N. Y.
THOMAS McMILLAIN.....	Rochester, N. Y.
C. H. BABCOCK.....	Rochester, N. Y.
DAVID HAYES.....	Rochester, N. Y.
GILMAN H. PERKINS.....	Rochester, N. Y.
HENRY C. BREWSTER.....	Rochester, N. Y.
M. F. REYNOLDS.....	Rochester, N. Y.

Title of company, Rochester and Genesee Valley Railroad.

General offices at Rochester, N. Y.

Date of close of fiscal year, June 15.

Date of stockholders' annual meeting, second Thursday in June.

For information concerning this report, address Josiah Anstice, Secretary.

ROCHESTER AND GLEN HAVEN.

(Date of charter, December 2, 1887.)

No report filed for year ending June 30, 1892.

For last statement filed, see report of 1891.

ROCHESTER, HORNELLSVILLE AND LACKAWANNA.

REPORT OF M. S. BLAIR, Receiver.

(Date of charter, June 9, 1886.)

The Rochester, Hornellsville and Lackawanna Railroad was organized under the General Railroad Act, June 9, 1886, to construct and operate a railroad from the city of Hornellsville, Steuben county, N. Y., to Hornellsville Junction, Allegany county, N. Y., where it intersects the Lackawanna and Pittsburg Railroad.

The Lackawanna and Southwestern Railroad Company was organized under the General Railroad Act, May 7, 1889.

The above-named companies were consolidated May 29, 1890, as the Lackawanna and Southwestern Railroad Company.

At a Special Term of the Supreme Court held in the city of Buffalo on the 8th day of September, 1890, Hon. Loran L. Lewis, justice presiding, Mitchell S. Blair of Angelica, N. Y., was appointed receiver of the Rochester, Hornellsville and Lackawanna railroad in an action in which the people of the State of New York are plaintiffs and the Rochester, Hornellsville and Lackawanna Railroad Company and the American Loan and Trust Company are defendants.

Very soon after entering upon the discharge of the duties of his trust, said receiver passed from the Lackawanna and Pittsburg Railroad Company so much of its road as lay between Hornellsville and Wayland, and has since operated as a continuous line the road lying between Hornellsville and Wayland, under the name and title of the Rochester, Hornellsville and Lackawanna Railroad.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$31,071 43
Less operating expenses (excluding all taxes).....	33,943 50
Deficit from operation.....	\$2,871 07
Deductions from income, as follows, viz.:	
Taxes.....	543 34
Deficit for year ending June 30, 1892.....	\$3,414 41

General Income Account.

Deficit for year ending June 30, 1892.....	\$3,414 41
Surplus up to June 30, 1891.....	1,037 73
Total deficit June 30, 1892.....	\$2,386 68

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local		\$19,289 62	\$19,289 62
Passengers, through	\$4,332 63		4,332 63
Passengers, local.....	4,584 23		4,584 23
Express	300 00		300 00
Miscellaneous, as follows, viz.:			
Conductors' collections.....	1,521 70		1,521 70
Express and baggage	35 05		35 05
Balance car mileage		488 20	488 20
Total gross earnings	\$11,233 61	\$19,777 82	\$31,071 43

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed.....	\$4,941 71	\$3,394 47	\$8,336 18
Repairs of bridges (including culverts and cattle guards)	850 37	556 91	1,417 28
Repairs of stations, shops, docks, etc.....	194 98	129 99	324 97
Other expenses for maintenance of way and structures.....	675 39	450 25	1,125 64
Total	\$6,662 45	\$4,441 62	\$11,104 07

Maintenance of equipment:

Repairs of locomotives.....	\$310 96	\$207 31	\$518 27
Repairs of cars	487 51	291 67	739 18
Repairs of machinery and tools.....	28 81	18 80	47 18
Other expenses for maintenance of equipment..	108 39	72 25	180 64
Total	\$835 17	\$590 10	\$1,475 27

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses—(Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$2,332 00	\$1,544 00	\$3,876 00
Wages of engineers and firemen.....	2,166 20	1,444 14	3,610 34
Fuel for locomotives.....	2,415 71	1,610 47	4,026 18
Oil and waste.....	255 10	170 06	425 16
Water supply.....	144 00	95 00	240 00
Other train supplies or expenses.....	249 87	166 25	415 12
Wages of station agents and clerks.....	1,659 72	1,126 48	2,786 20
Station supplies.....	75 08	50 0	125 18
Wages of watchmen, flagmen and switchmen..	288 00	192 00	480 00
Total.....	\$9,605 18	\$6,403 45	\$16,008 63
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$540 00	\$360 00	\$900 00
General office expenses and supplies.....	196 81	130 88	327 19
Stationery and printing.....	259 81	173 87	433 18
Legal expenses.....	2,119 39	1,412 02	3,531 41
Other general expenses.....	97 71	65 14	162 85
Total.....	\$3,212 71	\$2,141 81	\$5,354 52
Grand total operating expenses.....	\$20,365 52	\$13,576 98	\$33,942 50

Receiver's General Balance Sheet June 30, 1892.

Current assets, as follows, viz.:

Cash on hand.....	\$3,898 65
Due by agents.....	421 40
Open accounts.....	2,513 35
Materials and supplies.....	177 13
Construction.....	613 54
Profit and loss (deficiency).....	2,386 08
	\$10,010 25

Current liabilities, as follows, viz.:

Audited vouchers and pay-rolls.....	\$4,439 16
Open accounts.....	3,371 10
Loans and bills payable.....	2,000 00
	\$10,010 26

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	5,633	15,135	20,768
Number of passengers carried one mile.....	83,764	297,085	380,779
Number of tons of freight carried.....	30,458	13,121	43,579
Number of tons of freight carried one mile....	344,286	198,798	543,084
Passenger train mileage.....			37,854
Freight train mileage.....			18,360
Total train mileage.....			56,214

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$11,293 61	\$30,365 52	\$39,071
Average per passenger carried.....	54	98	
Average per passenger per mile.....	029	053	
Average per passenger train per mile.....	30	53	
Freight earnings and expenses (including miscellaneous earnings).....	19,777 83	13,576 98	Profit 6,200
Average per ton of freight carried.....	60	41	
Average per ton of freight per mile.....	36	25	
Average per freight train per mile.....	1 07	74	

ITEM.

Through
and local.
Cents.

Computed on earnings from carrying passengers and freight only.

Average rate received per mile for carrying passengers, all classes..... 2.9

Average rate received per mile per ton for carrying freight, all classes..... 3.6

Description of Road and Equipment.

TRACK.

Miles owned all
in N. Y. State.

Main line from Hornellsville to Wayland, single track..... 20.78

Branches or other roads, laid single track..... 7.14

Total single track..... 27.92

Sidings and turnouts on main line..... 3.00

Grand total of tracks, sidings and turnouts..... 30.92

Laid with steel rail, main line..... 30.92

Weight of rails per yard — steel, maximum, 56 lbs; minimum, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Details of Branches or Other Roads.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Miles laid with steel rail.
Swains Branch.....	Hornellsville Junct....	Swains.....	7.14	7.14	7.14

EQUIPMENT.

Locomotives, 4 drivers..... 2

Box freight cars..... 30

Coal freight cars..... 30

Flat freight cars..... 30

Total..... 70

United States Express Company operates over road.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	417	1.25
Grain.....	414	1.27
Meats and provisions.....	10	.08
Live stock.....	1,179	3.62
Lumber.....	8,547	26.25
Coal and coke.....	4,050	12.43
Petroleum and other oils.....	62	.19
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	4,405	13.53
All other manufactures.....	786	2.41
All other merchandise.....	1,806	5.74
All other agricultural products.....	4,805	15.04
All other articles not included above.....	5,938	18.14
Total.....	32,559	100

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 40

Aggregate amount of salaries and wages paid them during the year..... \$20,488 85

Officers of the Company.

Name.	Title.	Official Address.
M. S. BLAIR.....	Receiver.....	Angelica, N. Y.

Title of company, Rochester, Hornellsville and Lackawanna Railroad Company.

General offices at Angelica, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address J. H. Merriam, Accountant.

ROCHESTER AND LAKE ONTARIO.

(Date of charter, June 3, 1879.)

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding.....	650	\$65,000
Number of stockholders.....		32

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Superstructure (including ties).....	*\$2,405 00	\$14,981 83
Land.....		17,655 25
Passenger and freight stations.....		18,211 74
Engine and car houses.....		519 37
Shops, machinery and tools.....		60 08
Fuel and water stations.....		763 75
Telephone line.....		812 70
Wharfing.....		1,115 96
Electric-light plant.....		2,732 08
Furniture.....		670 25
Total cost of road.....	*\$2,405 00	\$57,512 25
EQUIPMENT.		
Locomotives.....	*\$766 00	\$3,837 47
Passenger cars.....	*978 08	968 30
Freight and other cars.....		1 123 60
Total cost of equipment.....	*\$1,744 08	\$5,949 40
Grand total cost of road and equipment.....	*\$4,149 08	\$63,461 74

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$36,511 15
Less operating expenses (excluding all taxes).....		19,696 94
Net earnings from operation.....		\$6,814 21
Income from other sources as follows, viz.:		
Rents.....	\$1,678 50	
Interest.....	497 25	
		2,175 75
Gross income from all sources.....		\$8,989 97
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road.....	\$1,077 25	
Taxes on earnings and capital stock.....	383 57	
Taxes other than above.....	55 62	
		1,516 44
Net income from all sources.....		\$7,473 53
Payments from net income, as follows, viz.:		
Dividends declared 15 per cent on \$65,000 common stock.....		9,750 00
Deficit for year ending June 30, 1892.....		\$2,276 47

* Credit.

General Income Account.

Deficit for year ending June 30, 1893.....	\$2,376 47
Surplus up to June 30, 1891.....	18,072 48
	<hr/>
Deduct depreciations.....	\$15,795 90
	4,149 08
	<hr/>
Total surplus June 30, 1893	\$11,646 88
	<hr/>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, all local.....	\$26,511 16
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OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$1,576 81
Steel rail laid, fifteen tons.....	480 00
Repairs of stations, shops, docks, etc.....	837 58
Other expenses for maintenance of way and structures.....	475 09
	<hr/>
Total	\$3,369 48
	<hr/>

Maintenance of equipment:

Repairs of locomotives.....	\$818 44
Repairs of cars.....	572 16
Other expenses for maintenance of equipment.....	651 30
	<hr/>
Total	\$2,041 90
	<hr/>

Conducting transportation :

Wages of conductors and men.....	\$1,251 37
Wages of engineers and firemen.....	1,537 07
Fuel for locomotives.....	2,119 81
Oil and water.....	232 06
Water supply.....	71 04
Wages of station agents and clerk.....	911 66
Wages of watchmen, flagmen and switchmen.....	320 00
Other expenses for conducting transportation.....	378 64
	<hr/>
Total	\$6,811 65
	<hr/>

General expenses:

Salaries of general officers and clerks.....	\$2,300 00
Stationery and printing.....	265 15
Outside agencies and advertising.....	1,730 99
Legal expenses.....	1,944 09
Damage to cattle and property.....	30 00
Other general expenses.....	1,813 68
	<hr/>
Total	\$7,473 91
	<hr/>

Grand total operating expenses.....	\$19,696 94
-------------------------------------	-------------

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$57,512 25
Cost of equipment.....	5,949 49

Current assets, as follows, viz.:

Cash on hand.....	\$9,172 14
Working fund.....	5,000 00
	<hr/>
	14,172 14
	<hr/>
	\$77,633 88
	<hr/>

LIABILITIES.

Capital stock.....	\$65,000 00
On accounts.....	987 00
Profit and loss (surplus).....	11,646 88
	<hr/>
	\$77,633 88
	<hr/>

REPORT OF THE RAILROAD COMMISSIONERS.

Traffic and Mileage Statistics.

ITEM.

All local.

Number of passengers carried	247,694
Number of passengers carried one mile.....	1,359,938
Passenger train mileage.....	45,477

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$36,511 16	\$19,606 94	\$36,814 28
Average per passenger carried.....	1096	0814	0282
Average per passenger per mile	0210	0156	0054
Average per passenger train per mile.....	5829	4381	1448

ITEM.

All local.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.1

Description of Road and Equipment.

TRACK.

Miles owned, all in N. Y. State

Main line laid from Rochester to Lake Beach, single track.....	6.046
Sidings and turnouts on main line.....	.87
Grand total of tracks, sidings and turnouts.....	6.416

Weight of rails per yard — steel, 40 lbs.; iron, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	3	.....	.....	3
First-class passenger cars	10	\$1,368 19	19,200	10
Flat freight cars	1	\$528 36	16,000	.....
Service cars	2	50 00	.....	.....
Total	3	.....	.....	.....

Passenger cars are equipped with Eames' vacuum brake.

Miscellaneous Statistics.

ITEM.

Entire line in N. Y. State.

Telegraph owned and operated by company, miles.....	6.046
Total assessed value of real estate and personal property.....	\$144,325
Highway crossings at grade without protection.....	.....
Highway crossings at grade protected by gates or flagmen .....	.....

Closed passenger cars are heated by coal stoves and lighted by oil lamps.

EMPLOYES.

Average number of persons employed (including officials) during the year	37,749
Aggregate amount of salaries and wages paid them during the year .....	.....

Officers of the Company.

Name.	Title.	Official Address.
N. H. GALUSHA.....	President and General Manager....	Irondequoit, N. Y.
GEORGE B. SMITH	Vice-President	Irondequoit, N. Y.
J. L. WELD	Secretary.....	Irondequoit, N. Y.

ROCHESTER AND LAKE ONTARIO.

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Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
N. H. GALUSHA.....	Rochester, N. Y.
GEORGE B. SMITH.....	Rochester, N. Y.
H. H. EGERTON.....	Rochester, N. Y.
WILLIAM C. BARRY.....	Rochester, N. Y.
M. FILON.....	Rochester, N. Y.
J. D. WHIPPLE.....	Rochester, N. Y.
P. B. VEILE.....	Rochester, N. Y.

Title of company, Rochester and Lake Ontario Railway Company.

General offices at Irondequoit, Monroe county, N. Y.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report address J. L. Weld, Secretary, Rochester, N. Y.

ROCHESTER, NEW YORK AND PENNSYLVANIA.

LESSOR. .

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, July 11, 1881.)

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter and now outstanding.....	15,000	\$1,500,000	\$1,500,000

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CALVIN H. ALLEN.....	President.....	Mills Building, New York city.
SAMUEL G. DE COURSEY.....	Vice-President.....	242 South 3d st., Philadelphia, Pa.
JOSEPH R. TRIMBLE.....	Secretary.....	242 South 3d st., Philadelphia, Pa.
FRANKLIN S. BUELL.....	Treasurer.....	84 Exchange st., Buffalo, N. Y.
JOHN F. REYNOLDS.....	Auditor.....	84 Exchange st., Buffalo, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
SAMUEL G. DE COURSEY.....	Philadelphia, Pa.
C. H. ALLEN.....	New York city.
E. L. OWEN.....	New York city.
J. D. PROBST.....	New York city.
A. ENGLER.....	New York city.
W. T. TIERS.....	Philadelphia, Pa.
P. P. PRATT.....	Buffalo, N. Y.
G. E. BARTOL.....	Philadelphia, Pa.
E. W. CLARK, JR.....	Philadelphia, Pa.
CARL SCHURZ.....	New York city.
J. D. HANCOCK.....	Franklin, Pa.
J. N. SELIGMAN.....	New York city.
A. MARCUS.....	New York city.

Title of company, Rochester, New York and Pennsylvania Railroad Company.

General office at 84 Exchange street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address John F. Reynolds, Auditor.

ROME AND CLINTON.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

OPERATED BY THE NEW YORK, ONTARIO AND WESTERN.

(Date of charter, June 3, 1869.)

The Rome and Clinton Railroad Company was organized on June 3, 1869, and during that year surveys were made and the road located. During that year and the following year subscriptions to the capital stock were obtained and also an agreement for a lease of the road, when the same should be completed, to the New York and Oswego Midland Railroad Company. The road was put under contract for construction in the fall of 1870, and the work was commenced in December of that year, and the work was prosecuted to completion on January 15, 1872, at which time the New York and Oswego Midland Railroad took possession of the same and operated from that date, and the permanent lease of the same was executed on said last mentioned date. The company continued to operate the road under that lease until the company became bankrupt and went into the hands of a receiver, and the receiver operated the same for some time, after which a surrender of the same "as made to the lessees, and then a new lease, upon the same terms as the original lease to the Midland, was made to the Delaware and Hudson Canal Company. The Delaware, Lackawanna and Western Railroad Company operated the road for the Delaware and Hudson Canal Company from the time of such lease until April 1, 1883, at which date the Delaware and Hudson Canal Company entered into possession, and have put the whole road and property in first-class condition and repair and operated the same with great satisfaction to the patrons.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	3,700	\$370,000	.....
Issued for actual cash on account of construction and now outstanding.....	3,458.6	345,860	\$345,360

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast, bridges, superstructure (including ties) and rails.....	\$256,800
Land, land damages, fences.....	60,000
Passenger and freight stations.....	6,300
Engine and car houses.....	7,000
Total cost of road.....	\$389,100

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rental of road.....	\$21,675 00
Maintenance of organization.....	500 00
On account of crossing at Rome.....	400 00
Gross income from all sources.....	\$22,575 00

Deductions from income, as follows, viz.:

Expenses crossing at Rome.....	\$900 00
Sundry expenses and salaries.....	264 50
	1,164 50

Net income from all sources.....\$21,410 50

Payments from net income as follows, viz.:

Dividends declared, 3¼ per cent, July 1, 1891.....	\$10,790 84
Dividends declared, 3¼ per cent, January 1, 1892.....	10,790 88
	21,581 72

Surplus for year ending June 30, 1892.....\$29 78

General Income Account.

Surplus for year ending June 30, 1892.....	\$29 78
Surplus up to June 30, 1891.....	14,662 1
Total surplus June 30, 1892.....	\$14,691 89

ROME AND CLINTON.

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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$360,000 00
Current assets, as follows, viz.:	
Cash on hand	111 87
	<u>\$360,111 87</u>
LIABILITIES.	
Capital stock	\$345,860 00
Current liabilities, as follows, viz.:	
Open accounts	59 09
Profit and loss (surplus)	14,692 78
	<u>\$360,111 87</u>

Officers of the Company

Name.	Title.	Official Address.
JAMES I. SCOLLARD	President	Clinton, N. Y.
B. J. BEACH	Vice-President	Rome, N. Y.
C. D. HAYES	Secretary and Treasurer	Clinton, N. Y.

Directors of the Company.

Name.	Residence.
B. J. BEACH	Rome, N. Y.
W. H. FULLER	Rome, N. Y.
W. H. VAN WAGENEN	Rome, N. Y.
W. W. PARRY	Rome, N. Y.
H. D. SPENCER	Rome, N. Y.
D. N. CROUSE	Utica, N. Y.
I. R. MILLER	Stockton, N. Y.
JAMES I. SCOLLARD	Clinton, N. Y.
F. A. ELLIOTT	Clinton, N. Y.
C. H. SMYTHE	Clinton, N. Y.
E. STEBBINS	Clinton, N. Y.
CLINTON SCOLLARD	Clinton, N. Y.
C. D. HAYES	Clinton, N. Y.

Title of company, Rome and Clinton Railroad Company.

General offices at Clinton, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address C. D. Hayes, Secretary and Treasurer.

ROME, WATERTOWN AND OGDENSBURG.

LESSOR.

LESSOR—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, April 11, 1860.)

The Watertown and Rome Railroad Company was chartered April 17, 1832; opened for business from Rome to Watertown in September, 1851, and to Cape Vincent in June, 1852.

The Potsdam and Watertown Railroad Company was chartered February 23, 1852, and opened in June, 1857. The two roads were consolidated under the name of the Rome, Watertown and Ogdensburg Railroad Company, in accordance with special act of the Legislature passed in 1860. The Lake Ontario Shore Railroad Company was chartered March 17, 1858; opened to Ontario in 1873; sold under foreclosure September 22, 1874; reorganized under name of Lake Ontario Railroad Company, and consolidated with the Rome, Watertown and Ogdensburg Railroad Company January 15, 1875. The Syracuse Northern Railroad Company was chartered February 26, 1868, and road opened 1872. It was sold under foreclosure of mortgage in August, 1875; reorganized under name of Syracuse and Northern Railroad Company, and consolidated with the Rome, Watertown and Ogdensburg Railroad Company December 15, 1875.

The Oswego and Rome Railroad Company was chartered April 11, 1863, and opened January 1, 1865. The road is leased to this company. The Niagara Falls Branch railroad, leased to this company September 21, 1881, was chartered December 24, 1875.

The Utica and Black River railroad, chartered January 23, 1866; the Norwood and Montreal railroad, chartered March 1, 1864; and Syracuse, Phoenix and Oswego railway chartered February 16, 1875, and consolidated with the Fulton and Oswego railroad, are leased to this company.

The Syracuse, Phoenix and Oswego Railroad Company was merged into the Rome, Watertown and Ogdensburg Railroad Company August 7, 1889. In accordance with chapter 254 of the Laws of 1867, as amended by chapter 608 of the Laws of 1879.

The Norwood and Montreal Railroad Company was merged into the Rome, Watertown and Ogdensburg Railroad Company the same date, in accordance with the provisions of the same laws. On March 14, 1891, the entire railroad and property of the Rome, Watertown and Ogdensburg Railroad Company, including its leased lines, was leased to the New York Central and Hudson River Railroad Company for the period of the existence of the charter of the lessor company, and any renewals or extensions thereof.

As rental the lessee company assumes the payment of the principal and interest of all the lessor's indebtedness and guarantees the payment of five per cent dividend upon the capital stock of the lessor company, payable direct to each stockholder, in quarterly payments of one and one-quarter per cent, payable the fifteenth day of February, May, August and November of

each year. Such guaranty is indorsed on each certificate of stock under the seal of the lessee company. The lessee company also agrees to pay to the lessor company the sum of \$15,000 per annum to April 1, 1901, and thereafter the sum of \$7,000 per annum.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	100,000	\$10,000 000
Issued for actual cash	37,989	\$3,798,900
Issued for retirement of R., W. and O income bonds	10,313	1,031,300
Issued for exchange of stock of Utica and Black River railroad.	8,400	840,000
Issued for exchange of stock of Norwood and Montreal railroad	1,300	130,000
Issued for exchange of stock of Rome, Watertown and Ogdensburg Terminal	2,837	283,700
Issued for exchange of stock of Fulton and Oswego railroad....	500	50,000
Issued for exchange of stock of Syracuse, Phoenix and Oswego railway	80	8,000
Issued for exchange of stock of Buffalo, Thousand Islands and Portland railroad	2,482	248,200
Twenty per cent of stock dividend on 63,900 shares, by resolution of the board of directors, March 13, 1891.....	12,780	1,278,000
In addition to the above there has been issued, in accordance with the terms of the lease to the New York Central and Hudson River Railroad Company, a certificate made to the Union Trust Company of New York, in trust to be used for betterments, for.....	23,319	2,331,900
Total now outstanding.....	100,000	\$10,000 000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
Watert'n and Rome extension	Jan. 12, 1855	55	p c.	Mar. & Sep.	\$422,500*	\$417,800	\$428,347 50
Rome, Watert'n and Ogdensb'g consol.	July 1, 1874	48	5	Apl. & Oct.	10,000,000	9,076,000	4,392,123 44
Rome, Watert'n and Ogdensb'g incomes.	April 1, 1882	50	.....	.....	2,250,000	5,730	.....
Syracuse & North'n.	July 1871	30	7	Jan. & July	500,000	500,000	.....
Oswego R. R. bridge.	Jan. 31, 1883	30	6	Feb. & Aug.	100,000	100,000	100,000 00
Norwood & Mont'l.	Mar. 6, 1886	30	5	Apl. & Oct.	130,000	130,000	.....
Syracuse, Phoenix and Oswego.....	Feb. 15, 1888	30	6	Feb. & Aug.	175,000	175,000	.....
Rome, Watert'n and Ogdensb'g term'l.	Mar. 12, 1888	30	5	May & Nov.	375,000	375,000	375,000 00
Rome, Watert'n and Ogdensb'g incomes in treasury of .....	.....	.....	.....	.....	.....	2,088,560	.....
Rome, Watert'n and Ogdensb'g 1st mor.	Sept. 2, 1861	30	7	.....	1,200,000	1,200,000	721,844 26
Rome, Watert'n and Ogdensb'g 2d mor.	Mar. 25, 1872	20	7	.....	1,000,000	1,000,000	947,255 00
* Total .....	.....	.....	.....	.....	\$15,152,500	\$15,068,090	\$6,964,570 20

* On December 1, 1891, the Rome, Watertown and Ogdensburg first mortgage bonds matured. The amount then outstanding was \$1,021,500. On January 1, 1892, the Rome, Watertown and Ogdensburg second mortgage bonds, amounting to \$1,000,000, also matured. The consolidated mortgage bonds of this company, to the amount of \$2,021,000, were issued to provide for their payment. The consolidated bonds have been added to funded debt, but the bonds due December 1, 1891, and January 1, 1892, now paid, have not yet been charged, from the fact that the trustees of the two mortgages have not cancelled the bonds in question. As soon as they shall be, and the mortgage discharged of record, the proper entries will be made. The funded debt as shown above is \$15,068,090. When the bonds mentioned above shall have been charged over to funded debt, and \$173,500 cancelled by the sinking fund, and also the incomes now in the treasury of the company, amounting to \$2,088,560, the correct amount of funded debt outstanding will appear, viz.: \$10,779,530.

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892
Grading, masonry and ballast		\$5,240,059 87
Bridges		575,446 17
Superstructure (including ties)		3,481,163 77
Land and land damages		1,068,486 09
Passenger and freight stations		290,226 53
Engine and car houses		207,808 17
Engineering expenses		190,786 37
* In chase of constructed road		1,151,700 00
Wharfing		750 00
Sundry account charged to cost of road		1,861,489 48
Total cost of road		<u>\$14,087,916 85</u>
EQUIPMENT.		
Locomotives		\$694,349 40
Passenger cars		438,570 13
Freight and other cars		798,489 84
Total cost of equipment		<u>\$1,851,508 87</u>
Grand total cost of road and equipment		<u>\$15,939,425 72</u>

Income Account for Year Ending June 30, 1892.

† Income from all sources, as follows, viz.:	
From lease	\$15,000 00
Sundries	121,360 00
Gross income from all sources	<u>\$136,360 00</u>
Deductions from income as follows, viz.:	
Expenses for maintaining organization	14,885 17
Surplus for year ending June 30, 1892	<u>\$121,474 83</u>

General Income Account.

Surplus for year ending June 30, 1892	\$121,474 83
Surplus up to June 30, 1891	\$11,665 64
Loan account balance	558 85
	<u>12,224 49</u>
Total surplus June 30, 1892	<u>\$133,699 32</u>

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$14,087,916 85
Cost of equipment		1,851,508 87
Other permanent investments as follows, viz.:		
Stock of other companies	\$2,354,576 92	
Bonds of other companies	137,000 00	
		<u>2,491,576 92</u>
Oswego Agricultural Fair Association		500 00
Rome, Watertown and Ogdensburg consolidated bonds		68,000 00
Rome, Watertown and Ogdensburg income bonds		2,068,560 00
Rome, Watertown and Ogdensburg capital stock		43 00
Bond and mortgage		14,000 00
New York Central and Hudson River Railroad Company		<u>2,142,260 00</u>
* Constructed roads:		
Rome, Watertown and Ogdensburg Terminal		\$658,700
Syracuse, Phoenix and Oswego		138,000
Norwood and Montreal		260,000
Fulton and Oswego		50,000
		<u>\$1,151,700</u>

† For rental received from the lessees, see report of New York Central and Hudson River railroad, ante.— R. R. Commissioners.

each year. Such guaranty is indorsed on each certificate of stock under the seal of the lessee company. The lessee company also agrees to pay to the lessor company the sum of \$15,000 per annum to April 1, 1901, and thereafter the sum of \$7,000 per annum.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	100,000	\$10,000 000
Issued for actual cash	37,989	\$3,798,900
Issued for retirement of R., W. and O. income bonds	10,313	1,031,300
Issued for exchange of stock of Utica and Black River railroad.	8,400	840,000
Issued for exchange of stock of Norwood and Montreal railroad	1,300	130,000
Issued for exchange of stock of Rome, Watertown and Ogdensburg Terminal	2,887	288,700
Issued for exchange of stock of Fulton and Oswego railroad	500	50,000
Issued for exchange of stock of Syracuse, Phoenix and Oswego railway	80	8,000
Issued for exchange of stock of Buffalo, Thousand Islands and Portland railroad	2,489	248,900
Twenty per cent of stock dividend on 63,900 shares, by resolution of the board of directors, March 13, 1891.....	12,780	1,278,000
In addition to the above there has been issued, in accordance with the terms of the lease to the New York Central and Hudson River Railroad Company, a certificate made to the Union Trust Company of New York, in trust to be used for betterments, for.....	23,319	2,331,900
Total now outstanding.....	100,000	\$10,000 000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
Watert'n and Rome extension	Jan. 12, 1885	55	p c.	Mar. & Sep.	\$423,500 [*]	\$417,800	\$428,347 50
Rome, Watert'n and Ogdensburg consol.	July 1, 1874	48	5	Apr. & Oct.	10,000,000	9,078,000	4,392,123 44
Rome, Watert'n and Ogdensburg incomes.	April 1, 1882	50	...	.....	2,250,000	5,720	.....
Syracuse & North'n.	July 1871	30	7	Jan. & July	500,000	500,000	.....
Oswego R. R. bridge.	Jan. 31, 1885	30	6	Feb. & Aug.	100,000	100,000	100,000 00
Norwood & Mont'n.	Mar. 6, 1886	30	5	Apr. & Oct.	130,000	130,000	.....
Syracuse, Phoenix and Oswego	Feb. 15, 1885	30	6	Feb. & Aug.	175,000	175,000	.....
Rome, Watert'n and Ogdensburg term'l.	Mar. 12, 1888	30	5	May & Nov.	375,000	375,000	375,000 00
Rome, Watert'n and Ogdensburg incomes in treasury of . . .	.....	.....	.....	.....	.....	2,088,560	.....
Rome, Watert'n and Ogdensburg 1st mor.	Sept. 2, 1861	30	7	.....	1,200,000	1,200,000	721,844 26
Rome, Watert'n and Ogdensburg 2d mor.	Mar. 25, 1872	30	7	.....	1,000,000	1,000,000	947,355 00
* Total .....	.....	.....	.....	.....	\$15,152,500	\$15,068,090	\$6,964,570

* On December 1, 1891, the Rome, Watertown and Ogdensburg first mortgage bonds matured. The amount then outstanding was \$1,021,500. On January 1, 1892, the Rome, Watertown and Ogdensburg second mortgage bonds, amounting to \$1,000,000, also matured. The consolidated mortgage bonds of this company, to the amount of \$2,021,000, were issued to provide for the payment. The consolidated bonds have been added to funded debt, but the bonds due December 1, 1891, and January 1, 1892, now paid, have not yet been charged, from the fact that the trustees of the two mortgages have not cancelled the bonds in question. As soon as they shall be, and the mortgage discharged of record, the proper entries will be made. The funded debt as shown above is \$15,068,090. When the bonds mentioned above shall have been charged off to funded debt, and \$173,500 cancelled by the sinking fund, and also the incomes now in the treasury of the company, amounting to \$2,088,560, the correct amount of funded debt outstanding will appear, viz.: \$10,779,530.

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892
Grading, masonry and ballast		\$5,240,059 67
Bridges		578,446 17
Superstructure (including ties)		3,481,163 77
Land and land damages		1,083,486 69
Passenger and freight stations		296,226 53
Engine and car houses		204,808 17
Engineering expenses		190,786 37
* In chase of constructed road		1,151,700 00
Wharfing		750 00
Sundry account charged to cost of road		1,861,489 48
Total cost of road		<u>\$14,067,916 85</u>
EQUIPMENT.		
Locomotives		\$694,849 40
Passenger cars		438,670 13
Freight and other cars		798,489 84
Total cost of equipment		<u>\$1,931,508 87</u>
Grand total cost of road and equipment		<u>\$15,339,425 72</u>

Income Account for Year Ending June 30, 1892.

+ Income from all sources, as follows, viz.:

From lease	\$15,000 00
Sundries	121,260 00
Gross income from all sources	<u>\$136,260 00</u>
Deductions from income as follows, viz.:	
Expenses for maintaining organization	14,885 17
Surplus for year ending June 30, 1892	<u>\$121,374 83</u>

General Income Account.

Surplus for year ending June 30, 1892		\$121,374 83
Surplus up to June 30, 1891	\$11,665 64	
Loan account balance	568 35	
Total surplus June 30, 1892		<u>\$133,598 82</u>

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$14,067,916 85
Cost of equipment		1,851,508 87
Other permanent investments as follows, viz.:		
Stock of other companies	\$2,354,576 28	
Bonds of other companies	137,000 00	
Oswego Agricultural Fair Association		2,491,576 28
Rome, Watertown and Ogdensburg consolidated bonds		500 00
Rome, Watertown and Ogdensburg income bonds		66,000 00
Rome, Watertown and Ogdensburg capital stock		2,068,560 00
Bond and mortgage		43 00
New York Central and Hudson River Railroad Company		14,000 00
		<u>2,142,260 00</u>

* Constructed roads:

Albany, Watertown and Ogdensburg Terminal	\$358,700
Syracuse, Phoenix and Oswego	188,000
Orwood and Montreal	280,000
Albany and Oswego	50,000
	<u>\$1,151,700</u>

+ For rental received from the lessee, see report of New York Central and Hudson River Railroad, ante.—R. R. Commissioners.

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

Name.	Title.	Official Address.
GEORGE H. CRAMER.....	President.....	Troy, N. Y.
JOHN H. NEHER.....	Secretary and Treasurer.....	Troy, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE H. CRAMER.....	Troy, N. Y.
JOSEPH M. WARREN.....	Troy, N. Y.
THOMAS W. LOCKWOOD.....	Troy, N. Y.
CHARLES B. RUSSELL.....	Troy, N. Y.
JAMES M. MARVIN.....	Saratoga Springs, N. Y.
LE GRAND C. CRAMER.....	Troy, N. Y.
EDWARD C. GALE.....	Troy, N. Y.
JAMES A. EDDY.....	Troy, N. Y.
GEORGE B. WARREN.....	Troy, N. Y.

Title of company, Saratoga and Schenectady Railroad.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June

For information concerning this report, address John H. Neher, Treasurer.

SCHENECTADY AND DUANESBURGH.

LESSOR.

LESSEE — ALBANY AND SUSQUEHANNA.

OPERATED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, July 15, 1873.)

The Schenectady and Susquehanna Railroad Company was organized in 1870 under the General Railroad Law.

The Schenectady and Duanesburgh Railroad Company was organized on the 10th of July, 1873, and it purchased the property of the former company. This railroad is operated by the Delaware and Hudson Canal Company, under an agreement requiring that company to pay the interest on the bonds, amounting to \$30,000 per annum.

The operation, earnings and expenses are included in the lessee's report of the Albany and Susquehanna Railroad.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	3,000	\$300,000
Total now outstanding.....	1,009	100,900

Number of stockholders..... 10

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds.	Sept. 1, 1874	50	p.c. 6	March 1, Sept. 1	\$500,000	\$600,000

SCHENECTADY AND DUANESBURGH.

545

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$45 41	\$34,222 36
Bridges.....		18,957 67
Superstructure (including ties).....	391 48	19,708 40
Rails	546 87	1,888 17
Land damages.....		2,861 81
Passenger and freight stations		2,545 96
Engineering expenses.....		826 00
Purchase of constructed road		600,900 00
Total cost of road.....	\$988 76	\$675,849 77

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Grading for passing track near Schenectady	\$45 41
Superstructure for extension of side track, Duaneburgh, and side track, Schenectady.....	391 48
Rails for side track, Duaneburgh, and switch track, Schenectady.....	546 87
	<u>\$988 76</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$675,849 77
LIABILITIES.	
Capital stock	\$100,000 00
Funded debt.....	500,000 00
Current liabilities, as follows, viz.:	
Open accounts.....	74,949 77
	<u>\$675,849 77</u>

Officers of the Company.

Name.	Title.	Official Address.
HORACE G. YOUNG	President.....	Albany, N. Y.
JAMES C. HARTT.....	Treasurer	New York city.
F. M. OLYPHANT	Secretary	New York city.

Directors of the Company.

Name.	Residence.
HORACE G. YOUNG.....	Albany, N. Y.
REUBEN A. HENRY.....	Jersey City, N. J.
DANIEL WILSON	Orange, N. J.
CHARLES A. WALKER.....	New York city.
JAMES C. HARTT.....	New York city.
F. MURRAY OLYPHANT	New York city.
H. M. OLMEYER.....	Morristown, N. J.
ROBERT OLYPHANT.....	New York city.

Title of company, Schenectady and Duaneburgh Railroad Company.
 General offices at New York city.
 Date of close of fiscal year, June 30
 Date of stockholders' annual meeting, no stated time.
 For information concerning this report, address S. T. S. Henry, Auditor.

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$24 75	\$49 51	\$74 26
Repairs of cars	1 45	2 91	4 36
Repairs of machinery and tools	10 00	15 00	25 00
Total	\$36 20	\$67 42	\$103 62
<i>Conducting transportation:</i>			
Wages of conductors and men	\$400 00	\$800 00	\$1,200 00
Wages of engineers and firemen	170 00	340 00	510 00
Fuel for locomotives	266 54	543 09	809 63
Oil and waste	11 06	22 12	33 18
Water supply	10 00	20 00	30 00
Wages of station agents and clerks	208 33	416 67	625 00
Wages for labor at stations	75 00	150 00	225 00
Station supplies	25 00	50 00	75 00
Wages of watchmen, flagmen and switchmen	60 83	121 67	182 50
Total	\$1,226 76	\$2,463 55	\$3,690 31
<i>General expenses:</i>			
Salaries of general officers and clerks	\$2,025 66	\$4,151 34	\$6,177 00
General office expenses and supplies	26 66	53 34	80 00
Stationery and printing	8 68	17 35	26 03
Insurance	40 00	60 00	100 00
Legal expenses	16 66	33 34	50 00
Damage to cattle and property	9 16	18 34	27 50
Injuries to persons	8 00	12 00	20 00
Mileage of cars of other companies (debit balance)	144 71	347 60	492 31
Other general expenses	83 50	166 50	250 00
Total	\$2,368 08	\$4,861 81	\$7,229 89
Grand total operating expenses	\$4,412 02	\$8,957 57	\$13,370 19

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$86,628 30
Cost of equipment		14,090 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand		97 67
Profit and loss (deficiency)		39,584 03
		<u>\$142,400 00</u>
LIABILITIES.		
Capital stock		\$100,000 00
Funded debt		40,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued		2,400 00
		<u>\$142,400 00</u>

Traffic and Mileage Statistics.

ITEM.	ALL local
Number of passengers carried	16,440
Number of passengers carried one mile	82,200
Number of tons of freight carried	19,025
Number of tons of freight carried one mile	95, 30

ITEM.	Earnings.	Expenses.	Profit
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$5,313 50	\$4,487 06	\$826 44
Average per passenger carried	31	27	04
Average per passenger per mile	06	05	01
Average per passenger train per mile	37	32	05
Freight earnings and expenses (including miscellaneous earnings)	11,048 84	8,974 13	2,074 71
Average per ton of freight carried	57	46	11
Average per ton of freight per mile	12	10	02
Average per freight train per mile	69	56	13

SCHOHARIE VALLEY.

549

ITEM.

Computed on earnings from carrying passengers and freight only.	All local.
Average rate received per mile for carrying passengers, all classes.....	5
Average rate received per mile per ton for carrying freight, all classes.....	12

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.
Main line laid single track	4.38
Laid with steel rail, main line.....	.38
Laid with iron rail, main line.....	4.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Iron bridges	3	74
Wooden bridges	1	110
Total	4	184

*** EQUIPMENT.**

Locomotive, 4 drivers	1
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Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles of wire.....	5.5
Total assessed value of real estate and personal property of company.....	\$22,000
Length of steel rails laid during the year in repairs, miles.....	.25
Highway crossings at grade without protection	1
Highway crossings over or under grade.....	1
Overhead obstructions less than twenty feet above track.....	2

Passenger car used on road heated by stoves, lighted with kerosene and ventilated by top ventilators.

National Express Company runs over line and pays twelve cents per hundred.

The United States government pays \$251.28 per annum for transportation of mails.

EMPLOYES.

Average number of persons employed (including officials) during the year	18
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Officers of the Company.

Name.	Title.	Official Address.
DAVID B. VROMAN	President.....	Schoharie, N. Y.
PETER C. VROMAN	First Vice-President.....	Schoharie, N. Y.
CORNELIUS P. VROMAN	Second Vice-President.....	Schoharie, N. Y.
WILLIAM J. VROMAN	Secretary.....	Schoharie, N. Y.
JACOB C. VROMAN	General Freight Agent.....	Schoharie, N. Y.
LUCIAN VROMAN.....	Treasurer and General Manager.....	Schoharie, N. Y.
COL. ELLSWORTH VROMAN.....	General Ticket and Passenger Agent..	Schoharie, N. Y.

Directors of the Company.

Name.	Residence.
DAVID B. VROMAN.....	Schoharie, N. Y.
PETER C. VROMAN	Schoharie, N. Y.
CORNELIUS P. VROMAN.....	Schoharie, N. Y.
WILLIAM J. VROMAN	Schoharie, N. Y.
CHARLES VROMAN.....	Schoharie, N. Y.
LUCIAN VROMAN	Schoharie, N. Y.
MEADE J. VROMAN	Schoharie, N. Y.

Title of company, Schoharie Valley Railroad Company.

General offices at Schoharie, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, April 15

For information concerning this report, address Lucian Vroman, Superintendent and General Manager.

* Rent passenger car of Middleburgh and Schoharie Railroad Company.

SENECA FALLS AND CAYUGA LAKE.

(Date of charter, May 24, 1886.)

No report received for year ending June 30, 1892.—R. R. Commissioners.

SENECA ELECTRIC.

(Date of charter, December 7, 1889.)

The Seneca Falls and Waterloo Railroad Company was organized under chapter 197, Laws of 1866, and chapter 532, Laws of 1884.

It constructed and then operated its road by steam locomotives and trains of cars; fell into difficulties; its operations were suspended; part of its track was taken up under an order of the court; a receiver was appointed and it was sold out on foreclosure in October, 1889.

The purchaser and his associates reorganized under the name of The Seneca Electric Railway, December 7, 1889.

The road was reconstructed and is operated by electricity.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	500	\$50,000	.....
Issued for actual cash and now outstanding.....	400	40,000	\$40,000

Number of stockholders..... 7

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage with coupon bonds.....	July 1, 1890	25	6 p.c.	Jan. 1, July 1	\$40,000	\$40,000	\$40,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Superstructure (including ties) and rails.....	\$703 59	\$2,091 00
Road built by contract, including equipment		60,000 00
Purchase of constructed road from purchasers at foreclosure..		20,000 00
Total cost of road.....	\$703 59	\$82,091 00
EQUIPMENT.		
Power station and cars	\$74 74	\$5,674 74
Total cost of equipment.....	74 74	5,674 74
Grand total cost of road and equipment.....	\$808 33	\$87,765 74

SENECA ELECTRIC.

551

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$10,740 15
Less operating expenses (excluding all taxes)		6,853 32
Net earnings from operation.....		\$3,886 83
<i>Income from other sources, as follows, viz.:</i>		
Rentals		310 00
Gross income from all sources.....		\$4,196 83
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$2,400 00	
Taxes on property used in operation of road	234 16	
Taxes other than above.....	111 81	
		2,745 97
Surplus for year ending June 30, 1892		\$1,450 86

General Income Account.

Surplus for year ending June 30, 1892		\$1,450 86
Surplus up to June 30, 1891.....	\$1,359 09	
Less advertising and printing.....	82 50	
		1,336 59
Total surplus June 30, 1892.....		\$2,774 45

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, all local.....		\$10,740 15
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OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of lines overhead		\$70 52
Repairs of stations, shops, docks, etc.....		41 10
Total		\$111 62

Maintenance of equipment:

Repairs of motors, trolleys and armatures.....		\$478 54
Repairs of cars.....		201 45
Repairs of machinery and tools.....		30 61
Other expenses for maintenance of equipment: Lamp service.....		29 85
Total		\$740 45

Conducting transportation:

Wages of conductors and men.....		\$1,659 70
Fuel		38 40
Oil and waste.....		5 12
Rental of power		1,177 65
Wages for labor at stations, removals of snow and ice		98 50
Total		\$2,989 37

General expenses:

Salaries of general officers and clerks.....		\$435 00
General office expenses and supplies.....		223 45
Legal expenses.....		1,492 32
Discount, interest and exchange		197 80
Insurance.....		322 22
Other general expenses.....		331 02
Total		\$3,021 88

Grand total operating expenses.....		\$6,853 32
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road		\$89,091 10
Cost of equipment.....		5,674 74
<i>Overrent assets, as follows, viz.:</i>		
Cash on hand.....	\$1,777 83	
Due by agents.....	10 00	
Open accounts.....	2 65	
Materials and supplies.....	438 51	
		2,228 99
		\$89,994 83

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.		
Capital stock.....		\$40,000 00
Funded debt.....		40,000 00
<i>Current liabilities, as follows, viz.:</i>		
Open accounts.....	\$6,717 88	
Loans and bills payable.....	500 00	
		7,217 88
Profit and loss (surplus).....		2,777 46
		<u>\$69,994 34</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	143,173

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Seneca Falls to Waterloo, single track, about.....	4
Laid with iron rail, main line, about	4
Weight of rails per yard—iron, 40 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and road dirt.	
BRIDGES.	Entire line in N. Y. State.
Wooden trestles.....	3
EQUIPMENT.	No. owned.
Motor cars.....	2
First class passenger cars.....	3
Flat freight car.....	1
Total	<u>6</u>

Cars are equipped with Brill's coupler; two hand and two automatic switches on this line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Road constructed and opened for business during the year, feet.....	300
Total assessed value of real estate and personal property of company.....	\$10,300
Highway crossings at grade without protection, and village streets.....	13

Cars are heated by small stoves, lighted by electricity and ventilated by ventilating windows.

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	4
Aggregate amount of salaries and wages paid them during the year.....	\$2,114 70

Officers of the Company.

Name.	Title.	Official Address.
SIMEON L. PHILLIPS	President.....	Seneca Falls, N. Y.
JAMES H. GOULD.....	Vice-President and Treasurer.....	Seneca Falls, N. Y.
CLARENCE H. WILLIAMS.....	Secretary.....	Seneca Falls, N. Y.
E. F. SLACK	Acting Supt. of Operations.....	Seneca Falls, N. Y.

Directors of the Company.

Name.	Residence.
SIMEON L. PHILLIPS	Seneca Falls, N. Y.
JAMES H. GOULD.....	Seneca Falls, N. Y.
CLARENCE H. WILLIAMS	Seneca Falls, N. Y.
PETER H. VAN AUSEN.....	Seneca Falls, N. Y.
CHARLES A. HAWLEY.....	Seneca Falls, N. Y.
WILLIAM B. CLARK	Waterloo, N. Y.
ALONZO H. TERWILLIGER.....	Waterloo, N. Y.

Title of company, The Seneca Electric Railway.

General offices at Seneca Falls, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in March.

For information concerning this report, address James H. Gould, Vice-President.

SILVER LAKE.

(Date of charter, July 11, 1870.)

Reorganized June 1, 1886.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash, and now outstanding....	1,300	120,000	\$60,000

Number of stockholders 13

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds..	June 1, 1886	10	p.c. 6	June and Dec.	\$68,000	\$68,000	\$68,000
Car trust.....	Sep. 11, 888	5	.....	Monthly.....	30,000	8,000	8,000
Car trust.....	Aug. 15, 1889	5	.....	Quarterly.....	64,800	35,100	35,100
Car trust.....	Oct. 1, 1890	5	.....	Semi-annually	70,000	49,000	49,000
Total.....					\$232,800	\$160,100	\$160,100

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast			\$1,396 70
Bridges			53 25
Superstructure (including ties).....			1,068 80
Rails			4,438 24
Fences			11 50
Passenger and freight stations			354 21
Tools, machinery and tools			668 43
Purchase of constructed road			128,000 00
Total cost of road.....			\$135,991 13
EQUIPMENT.			
1 passenger cars.....			\$824 79
1 freight and other cars		\$175 00	194,930 01
Total cost of equipment.....		\$175 00	\$195,754 80
Total cost of road and equipment.....		\$175 00	\$331,745 93

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$26,388 30
Less operating expenses (excluding all taxes)	11,790 69
Net earnings from operation	\$14,597 51
<i>Income from all sources, as follows, viz.:</i>	
Mileage	41,533 95
Gross income from all sources	\$56,131 46
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$11,990 70
Taxes on property used in operation of road	694 27
Taxes on earnings and capital stock	228 38
	12,913 35
Surplus for year ending June 30, 1892	\$43,218 11
General Income Account.	
Surplus for year ending June 30, 1892	\$43,218 11
Surplus up to June 30, 1891	61,794 70
Total surplus June 30, 1892	\$105,012 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$17,542 68	\$17,542 68
Passengers, all local	\$8,078 00		8,078 00
Mail	361 85		361 85
Express	405 67		405 67
Total gross earnings	\$8,845 52	\$17,542 68	\$26,388 20

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$798 76	\$1,198 14	\$1,996 90
Repairs of stations, shops, docks, etc.	24 27	36 43	60 70
Total	\$823 03	\$1,234 56	\$2,057 59
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$89 15	\$133 72	\$222 87
Repairs of cars	430 09		430 09
Total	\$519 54	\$133 72	\$653 26
<i>Conducting transportation:</i>			
Wages of conductors and men	\$738 69	\$1,108 04	\$1,846 73
Wages of engineers and firemen	614 75	922 14	1,536 89
Fuel for locomotives	535 67	803 52	1,339 19
Oil and waste	45 28	67 92	113 20
Other train supplies or expenses	5 44	8 16	13 60
Wages of station agents and clerks	353 24	379 86	733 10
Station supplies	14 37	21 56	35 93
Wages of watchmen, flagmen and switchmen ..	254 25	169 50	423 75
Other expenses for conducting transportation ..	195 10	292 63	487 73
Total	\$2,656 79	\$3,773 33	\$6,430 12
Salaries of general officers and clerks	\$559 96	\$839 96	\$1,399 92
General office expenses and supplies	25 02	37 55	62 57
Stationery and printing	80 36	130 52	210 88
Outside agencies and advertising	25 00	37 50	62 50
Loss and damage of freight and baggage		45 40	45 40
Mileage of cars of other companies (debit balance)		419 24	419 24
Other general expenses	183 69	275 52	459 21
Total	\$874 03	\$1,775 09	\$2,649 12
Grand total operating expenses	\$4,873 39	\$6,917 30	\$11,790 69

SILVER LAKE.

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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$135,661 13
Cost of equipment.....	195,754 80

Current assets, as follows, viz.:

Cash on hand.....	\$1,229 89	
Bills receivable.....	2,346 69	
Due by agents.....	1,276 67	
Open accounts.....	7,428 14	
Materials and supplies.....	253 26	
		12,534 65
		<u>\$344,380 58</u>

LIABILITIES.

Capital stock.....	\$60,000 00
Funded debt.....	160,100 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$3,188 25	
Audited vouchers and pay-rolls.....	3,179 28	
Open accounts.....	12,848 48	
Sundries.....	6 76	
		19,167 77
Profit and loss (surplus).....		105,012 81
		<u>\$344,380 58</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	37,858
Number of passengers carried one mile.....	155,197
Number of tons of freight carried.....	53,797
Number of tons of freight carried one mile.....	486,014
Total train mileage.....	14,940

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$8,845 52	\$4,873 39	\$3,972 13
Average per passenger carried.....	23	13	10
Average per passenger per mile.....	057	031	026
Average per passenger train per mile.....	03	34	28
Freight earnings and expenses (including miscellaneous earnings).....	17,542 68	6,917 30	10,625 38
Average per ton of freight carried.....	21	063	127
Average per ton of freight per mile.....	066	014	032
Average per freight train per mile.....	1 23	45	76

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	4
Average rate received per mile per ton for carrying freight, all classes.....	3

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Perry to Silver Springs laid, single track.....	6.86
Slidings and turnouts on main line.....	.75
Grand total of tracks, slidings and turnouts.....	<u>7.61</u>
Laid with steel rail, main line.....	6.86

Average life of rails—steel, 12 years; iron, 4 years; average life of ties, 7 years; weight of ties per yard—steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	1	Feet. 50

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent coupler.
Locomotive, 4 drivers	1	\$6,000	36,000	.....
First-class passenger cars	1	.....	.....	1
Second-class passenger cars	1	.....	.....	1
Baggage, mail and express cars	1	.....	.....	.....
Total	3	.....	.....	2
Box freight cars	20	.....	.....	20
Coal freight cars	500	.....	.....	500
Total	520	.....	.....	520

Passenger cars are equipped with hand brake and automatic coupler.
Common lever switches are used on entire line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company	\$32,000
Highway crossings at grade without protection	1

Passenger cars are heated by coal stoves, lighted by kerosene lamps, and ventilated by windows in top.

American Express Company runs over this road at agreed rates, tonnage basis.

Mails are transported twice daily each way.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	500	.5
Grain	2,450	2.7
Live stock	1,730	2.5
Lumber	1,369	1.7
Pig and bar iron and steel	130	.....
Coal and coke	11,894	14.
Petroleum and other oils	100	.....
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	800	.....
All other manufactures	570	.....
All other merchandise	10,391	11.
All other agricultural products	2,745	3.
All other articles not included above { Ice	36,234	46
{ Salt	13,014	15
Total	83,798	100

SILVER LAKE.

557

EMPLOYES.

Average number of persons employed (including officials) during the year..... 18
Aggregate amount of salaries paid them during the year..... \$5,840 39

Officers of the Company.

Name.	Title.	Official Address.
ARTHUR G. YATES	President	Rochester, N. Y.
H. H. WARNER	Vice-President	Rochester, N. Y.
CHARLES H. BLAKESLEE	Secretary	Rochester, N. Y.

Directors of the Company.

Name	Residence.
ARTHUR G. YATES	Rochester, N. Y.
F. W. YATES	Rochester, N. Y.
HARRY YATES	Rochester, N. Y.
H. H. WARNER	Rochester, N. Y.
GEORGE E. MERCHANT	Rochester, N. Y.
WILLIAM L. KINGMAN	New York city.
CLINTON C. HICKS	Rochester, N. Y.
EARL B. PUTNAM	Rochester, N. Y.
CHARLES H. BLAKESLEE	Rochester, N. Y.
H. N. PAGE	Perry, N. Y.
C. W. G. NOBLES	Perry, N. Y.
M. H. OLIN	Perry, N. Y.
R. T. TUTTLE	Perry, N. Y.

Title of company, Silver Lake Railway Company.

General offices at Rochester, N. Y.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address Charles H. Blakeslee, Secretary.

SKANEATELES.

(Date of charter, April 17, 1866.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter	1,000	\$100,000	.....
Issued on account of construction and now outstanding	778	77,800	\$77,800

FUNDED DEBT.

DESIGNATION OF LIEN	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	July 1, 1879	30	p.c. 6	Jan. and July	\$40,000	\$30,000	\$30,000

Cost of Road and Equipment.

ROAD.

	Total cost up to June 30, 1892.
Grading, masonry and ballast	\$9,750 10
Bridges	2,818 20
Superstructure (including ties)	36,856 63
Land	8,116 64
Engine and car houses	3,193 59
Shops, machinery and tools	3,957 74
Engineering expenses	1,981 54
Total cost of road	\$66,674 44

EQUIPMENT.

Locomotives.....	\$81,581 81
Passenger, mail, baggage and express cars.....	9,344 01
Freight and other cars.....	800 24
Total cost of equipment.....	\$41,726 56
Grand total cost of road and equipment.....	\$108,400 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$28,324 48
Less operating expenses (excluding all taxes).....	19,969 42
Net earnings from operation.....	\$8,355 01

Income from other sources, as follows, viz.:

Scrap iron.....	\$105 90
Miscellaneous.....	687 92
	793 82

Gross income from all sources.....	\$9,148 83
------------------------------------	------------

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$1,167 00
Taxes on property used in operation of road, earnings and capital stock, and all other taxes.....	896 95
	2,063 95

Net income from all sources.....	\$7,084 88
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Payments from net income, as follows, viz.:

Dividends declared, 4 per cent, on \$77,800 common stock.....	3,112 00
Surplus for year ending June 30, 1892.....	\$3,972 88

General Income Account.

Surplus for year ending June 30, 1892.....	\$3,972 88
Surplus up to June 30, 1891.....	19,086 82
Total surplus June 30, 1892.....	\$23,059 70

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local.....		\$18,311 19	\$18,311 19
Passengers, all local.....	\$8,641 85		8,641 85
Mail.....	173 71		173 71
Express.....	1,198 68		1,198 68
Total gross earnings.....	\$10,013 24	\$18,311 19	\$28,324 43

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$3,255 60	\$3,355 60	\$6,611 20
-----------------------------------	------------	------------	------------

Maintenance of equipment:

Repairs of locomotives.....	\$235 74	\$235 74	\$471 48
Repairs of cars.....	508 66	508 66	1,017 32
Total.....	\$744 40	\$744 41	\$1,488 81

Conducting transportation:

Wages of conductors and men.....	\$521 44	\$521 45	\$1,042 89
Wages of engineers and firemen.....	1,140 00	1,140 00	2,280 00
Fuel for locomotives.....	1,472 33	1,473 23	2,945 56
Oil and waste.....	116 36	116 36	232 72
Water supply.....	93 75	93 75	187 50
Wages of station agents and clerks.....	575 00	575 00	1,150 00
Station supplies.....	150 69	150 70	301 39
Wages of watchmen, flagmen and switchmen..	210 00	210 00	420 00
Total.....	\$4,279 57	\$4,279 59	\$8,559 16

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$1,850 00	\$1,350 00	\$2,700 00
Legal expenses.....	87 60	87 50	75 00
Mileage of cars of other companies (debit balance).....		1 03	1 03
Other general expenses	817 11	317 11	634 22
Total	\$1,704 61	\$1,705 64	\$3,410 25
Grand total operating expenses.....	\$9,984 18	\$9,985 34	\$19,969 42

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$66,674 44
Cost of equipment.....	41,725 56
<i>Current assets, as follows, viz.:</i>	
Cash on hand:.....	23,059 50
	<u>\$131,459 50</u>
LIABILITIES.	
Capital stock.....	77,800 00
Funded debt.....	20,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	600 00
* Profit and loss	10,000 00
Profit and loss (surplus).....	23,059 50
	<u>\$131,459 50</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	37,519
Number of passengers carried one mile.....	158,835
Number of tons of freight carried.....	41,469
Number of tons of freight carried one mile.....	147,928
Total train mileage (mixed).....	17,704

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	6.55
Average rate received per mile per ton for carrying freight, all classes.....	12.64

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from junction to Skaneateles, single track.....	5
Sidings and turnouts on main line.....	1
Grand total of tracks, sidings and turnouts.....	6
Laid with steel rail, main line	5
Weight of rails per yard—steel, 56 lbs.; guage of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges.....	11	Fect. 470

* So in original.—R. R. Commissioners.

Description of Road and Equipment — (Continued).

EQUIPMENT.		Number owned.	Average cost of each.
Locomotives, 4 drivers.....		2	.....
First-class passenger cars		2	\$3,000
Baggage, mail and express cars.....		2	850
Total.....		4	.....
Box freight cars		2	\$275
Flat freight cars		1	50
Caboose, 4-wheel cars.....		1	100
Total.....		4	.....

Hand brake and link and pin coupler are in use on cars on road.
Common target switch used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$50,000
Highway crossings at grade without protection.....	8

Passenger cars are heated by Spear car heater, lighted with kerosene oil and ventilated by common ventilators.

American Express Company runs over line.

Receive. from the United States government for transportation of mails, \$230.98 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour.....	458
Grain.....	1,327
Meats and provisions.....	20
Live stock.....	139
Lumber.....	8,976
Pig and bar iron and steel.....	28
Coal and coke.....	17,314
Petroleum and other oils.....	96
Manufactures.....	6,533
All other merchandise.....	181
All other agricultural products.....	2,094
All other articles not included above.....	8,663
Total.....	41,469

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	
Aggregate amount of salaries and wages paid them during the year.....	\$10,045

Officers of the Company.

Name.	Title.	Official Address.
JOHN E. WALLER	President.....	Skaneateles, N. Y.
H. C. SHERMAN	Vice-President	Mottville, N. Y.
GEORGE BARROW	Secretary	Skaneateles, N. Y.
J. McNAMARA	Treasurer	Skaneateles, N. Y.

Directors of the Company.

Name.	Residence.
JOHN E. WALLER	Skaneateles, N. Y.
HIRAM C. SHEERMAN	Mottville, N. Y.
JOHN H. GREGORY	Skaneateles, N. Y.
JOAB L. CLIFT	Skaneateles, N. Y.
LEWIS B. FITCH	Skaneateles, N. Y.
FREDERICK ROOSEVELT	Skaneateles, N. Y.
JOHN McNAMARA	Skaneateles, N. Y.

Title of company, Skaneateles Railroad Company.

General office at Skaneateles, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, October 25.

For information concerning this report, address J. McNamara, Treasurer.

SMITHTOWN AND PORT JEFFERSON.

LESSOR.

LESSEE—LONG ISLAND.

(Date of charter, June 9, 1870.)

In the year 1870 Oliver Charlick, then President of the Long Island Railroad Company, proposed to the people of Smithtown, as a plan for extending the Northport branch of the Long Island railroad from Northport to Port Jefferson, that the people should form an independent company, raise subscription to stock and pay in cash \$80,000, and then issue bonds to an amount sufficient to construct the road, the bonds to be guaranteed by the Long Island railroad, which should operate it. The company was formed under the name of the Smithtown and Port Jefferson Railroad Company. Articles of association, dated June 3, 1870, under the General Railroad Law, chapter 140, Session Laws 1850, and amendatory acts, were filed in the office of the Secretary of State, June 9, 1870, capital stock, \$300,000, number of shares, 8,000, \$25 each, and a contract in writing embracing the above, and including a lease for 20 years, was made with the Long Island Railroad Company. The town of Smithtown subscribed for \$50,000 of the stock and issued bonds for that purpose and to that amount, the avails of which were paid in. The company raised and expended over \$80,000 pursuant to the agreement, and then issued its bonds to the amount of \$600,000, dated September 1, 1871, payable September 1, 1901. The bonds were executed by the Smithtown and Port Jefferson Railroad Company and sent to Mr. Charlick, President of the Long Island Railroad Company, to receive its guaranty. Mr. Charlick kept possession of the bonds. They were sold at about 80 per cent, the proceeds received by the Long Island Railroad Company and expended as far as necessary in constructing the road. Between \$400,000 and \$500,000 were so expended. This company never had and never could get a satisfactory statement as to the balance of the proceeds of the bonds. It has not been accounted for by the Long Island Railroad Company, but it is understood they claim to offset it against the claim they set up against this company for interest paid on the bonds and the running expenses of the road.

The road was completed and open for travel in the winter of 1872-3. The Long Island Railroad Company has since been, and is now, operating the road. It pays all running expenses and repairs, receives and keeps all the earnings, and renders to this company no account.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	8,000	\$200,000	.....
*Issued for actual cash	8,219	\$20,475	.....
*Issued for unknown uses and now outstanding	231	5,775	.....
Total now outstanding	8,450	\$26,250	\$26,250

Number of stockholders.....

158

* The foregoing statement of stock issued for cash is taken from former reports of this company. An examination of the stock certificates and stock books shows an additional issue of 231 shares of \$25 each, dating back years ago, but for what purpose the present management, who have come into control of the company's affairs within the last year, are unable to discover.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*Bonds secured by mortgage....	Sept. 1, 1871	30	p.c. 7	Sept. 1, 1901	\$600,000	\$600,000

Officers of the Company.

Name.	Title.	Official Address.
BENJ. NORTON.....	President.....	192 Broadway, New York city.
GEO. S. EDGEELL.....	Treasurer.....	192 Broadway, New York city.
D. S. VOORHEES.....	Secretary.....	192 Broadway, New York city.

Directors of the Company.

Name.	Residence.
BENJ. NORTON.....	New York city.
GEO. S. EDGEELL.....	New York city.
E. B. HINSDALE.....	New York city.
W. G. WHEELER.....	New York city.
E. R. REYNOLDS.....	New York city.
D. S. VOORHEES.....	Woodbridge, N. J.
W. J. HEHRLE.....	Hollis, L. I., N. Y.
A. N. HEHRLE.....	Hollis, L. I., N. Y.
F. M. KELLEY.....	New York city.
C. M. JACOBS.....	New York city.
FREDERICK COOK.....	Orange, N. J.
JOSEPH H. JONES.....	New York city.
C. M. REYNOLDS.....	New York city.

Title of company, Smithtown and Port Jefferson Railroad Company.

General offices at 192 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information concerning this report, address D. S. Voorhees, Secretary.

SOUTHERN CENTRAL.

From July 1, 1891, to November 30, 1891.

(Date of charter, November 17, 1865.)

Organized November, 1865. Began construction November, 1867. Completed, Owego to Auburn, February, 1870; completed, State line to Auburn, February, 1871; completed, State line to North Fair Haven, April, 1872.

Ithaca, Auburn and Western Railway Company leased from April 1, 1883, consideration therefor being 33 1/4 per centum of gross earnings, with guaranty that this shall pay four per centum upon a stipulated amount of first mortgage bonds, a portion of which are to be issued to the Southern Central Railroad Company at an agreed price, to provide funds to improve the property.

The road is now operated by the Philadelphia and Reading R. R. Co., lessee of the Lehigh Valley R. R. Co., from December 1, 1891, for a term of 999 years.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	30,000	\$3,000,000	
Issued for actual cash and now outstanding.....	17,749.5	1,774,950	\$1,774,950

* On May 24, 1892, the Long Island Railroad Company recovered a judgment against this company for the sum of \$1,179,329.41, the accrued payments made by that company on account of interest paid on the funded debt of this company of \$600,000 under a contract to guarantee the interest on the bonds of this company dated March 30, 1871.

FUNDED DEBT.

DESIGNATION OF LIEN:	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage	Aug. 1, 1869	30	p.c. 7	Feb. & Aug.	\$1,500,000	\$90,000	\$79,390 80
First consolidated mortgage	Feb. 1, 1892	40	5	Aug. & Feb.	3,400,000	3,300,000	3,123,426 53
First mortgage in- terest bonds	Aug. 1, 1877	10	7	Aug. & Feb.	579,670	1,050	1,050 00
Funded coupon bds consolidated mtg.	Nov. 1, 1887	10	4	May & Nov.	494,970	475,740	.....
Total					\$5,974,640	\$3,866,790	\$3,203,867 33

Cost of Road.

Total cost up to
Nov. 30, 1891.

Grading, masonry and ballast	\$966,842 31
Bridges	204,226 89
Superstructure (including ties)	647,329 74
Rolls	1,283,775 43
Land and land damages	417,136 80
Fences	180,956 65
Passenger and freight stations	53,040 69
Engine and car houses	29,410 07
Shops, machinery and tools	44,331 08
Fuel and water stations	24,805 61
Engineering expenses	94,089 91
Interest and discount charged to construction	337,701 49
Telegraph line	11,407 53
Wharfing	128,811 00
Fair Haven elevator	4,043 51
Total cost of road	\$4,376,508 66

Income Account for Five Months Ending November 30, 1891.

Gross earnings from operation	\$226,079 06
Less operating expenses (excluding all taxes)	180,837 94
Gross income from all sources	\$45,241 88
<i>Deductions from income, as follows, viz..</i>	
Interest on funded debt due and accrued	\$71,375 00
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes	3,286 42
	74,661 42
Deficit for five months ending November 30, 1891	\$29,419 60

General Income Account.

Deficit for year ending November 30, 1891	\$29,419 60
Deficit up to June 30, 1891	1,791,096 17
Total deficit November 30, 1891	\$1,820,515 77

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, through and local		\$149,331 46	\$149,331 46
Passenger, through and local	\$42,301 28		41,401 28
Mail	5,133 80		5,133 80
Express	2,322 68		2,322 68
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph receipts	627 04		627 04
Rentals	183 15		183 15
Fair Haven docks		25,629 65	25,629 65
Total gross earnings	\$50,517 95	\$175,561 11	\$226,079 06

Analysis of Gross Earnings and Operating Expenses — (Continued)
OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track.....	*\$376 24	*\$601 94	*\$978 18
Repairs of roadbed.....	16,124 65	20,212 98	36,337 63
Repairs of bridges (including culverts and cattle guards).....	4,050 14	5,933 01	9,983 15
Repairs of stations, shops, docks, etc.....	1,698 70	3,057 53	4,756 23
Repairs of fences.....	208 96	505 80	714 26
Other expenses for maintenance of way and structures.....	747 05	1,094 70	1,841 75
Total	\$22,453 26	\$30,231 58	\$52,684 84
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$5 80	\$10 63	\$16 43
Repairs of cars.....	1,354 82	3,207 19	4,562 01
Total	\$1,360 62	\$3,217 82	\$4,578 44
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$4,959 96	\$11,543 14	\$16,503 10
Wages of engineers and firemen.....	5,573 07	11,238 81	16,811 88
Fuel for locomotives.....	9,287 80	12,045 83	21,333 63
Water supply.....	165 09	227 19	392 28
Other train supplies or expenses.....	1,461 14	903 88	2,365 02
Wages of station agents and clerks.....	2,715 08	3,840 57	6,555 65
Wages for labor at stations.....	703 15	3,525 11	4,228 26
Station supplies.....	241 18	290 53	531 71
Wages of watchmen, flagmen and switchmen..	1,066 08	1,263 43	2,329 50
Other expenses for conducting transportation..	8,799 80	13,671 61	22,471 41
Total	\$34,972 35	\$58,540 09	\$93,512 44
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$848 32	\$1,204 98	\$2,053 30
General office expenses and supplies.....	39 15	96 50	135 65
Stationery and printing.....	116 91	315 34	432 25
Outside agencies and advertising.....	97 75	125 26	223 01
Legal expenses.....	.....	742 19	742 19
Loss and damage of freight and baggage.....	28 59	158 71	187 30
Damage to cattle and property.....	.....	55 69	55 69
Injuries to persons.....	4,005 73	.....	4,005 73
Telegraph maintenance and operation.....	1,604 33	3,113 33	4,717 66
Mileage of cars of other companies (debit balance).....	2,797 61	6,514 23	9,311 84
Other general expenses.....	1,099 41	7,097 49	8,196 90
Total	\$10,637 80	\$19,423 72	\$30,061 52
Grand total operating expenses.....	\$69,424 03	\$111,413 21	\$180,837 24

General Balance Sheet, November 30, 1891.

ASSETS.		
Cost of road.....		\$4,376,533 06
Profit and loss (deficiency).....		1,830,515 77
		\$6,197,049 43
LIABILITIES.		
Capital stock.....		\$1,774,900 00
Funded debt.....		3,866,700 00
<i>Current liabilities, as follows, viz.:</i>		
Sundries.....		555,500 43
		\$6,197,049 43

* Credit.

Traffic and Mileage Statistics.

ITEM.	Through and local.
Number of passengers carried	106,991
Number of passengers carried one mile	1,800,731
Number of tons of freight carried	943,847
Number of tons of freight carried one mile	20,524,421
Passenger train mileage	101,029
Freight train mileage	117,414
Total train mileage	218,443

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$50,517 95	\$59,424 08	\$18,906 08
Average per passenger carried	472	549	177
Average per passenger per mile	028	038	01
Average per passenger train per mile	50	637	187
Freight earnings and expenses (including miscellaneous earnings)	175,561 11	111,413 21	Profit. 64,147 90
Average per ton of freight carried	7199	457	2629
Average per ton of freight per mile	00855	00543	00312
Average per freight train per mile	1 495	949	546

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.348
Average rate received per mile per ton for carrying freight, all classes .....	.0073

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from State line to North Fair Haven, single track	115.08
Sidings and turnouts on main line	95.33
Grand total of tracks, sidings and turnouts	141.36
Laid with steel rail, main line	129.64
Laid with iron rail, main line	18.72
Average life of ties, 6 years; weight of rails per yard — steel, maximum, 66 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

Officers of the Company.

Name.	Title.	Official Address.
T. C. PLATT	President	New York city.
JOHN N. KNAFF	Vice-President	Auburn, N. Y.
D. A. SMITH	Secretary	Auburn, N. Y.
H. L. STORKE	Treasurer	Auburn, N. Y.
H. D. TITUS	Assistant Treasurer	Auburn, N. Y.

Directors of the Company.

Name.	Residence.
E. P. WILBER	South Bethlehem, Pa.
T. C. PLATT	New York city.
JOHN N. KNAFF	Auburn, N. Y.
E. R. ROBINSON	Fair Haven, N. Y.
WM. STEVENSON	Sayre, Pa.
H. L. STORKE	Auburn, N. Y.
JOHN W. DWIGHT	Dryden, N. Y.
JAMES G. KNAFF	Auburn, N. Y.
R. W. CLINTON	Newark Valley, N. Y.
D. H. MARSH	Groton, N. Y.
D. A. SMITH	Auburn, N. Y.
JOHN TAYLOR	South Bethlehem, Pa.
S. E. DAY	Moravia, N. Y.

title of company, The Southern Central Railroad Company.

General offices at Philadelphia, Pa.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report address John Fanshawe, Secretary, Lehigh Valley Railroad Company, Philadelphia, Pa.

REPORT OF THE RAILROAD COMMISSIONERS.

SOUTHFIELD BRANCH.

(Date of charter, September 18, 1888.)

Road not operated during the year ending June 30, 1892.—*R. R. Commissioners.*

SPUYTEN DUYVIL AND PORT MORRIS.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter April 24, 1887.)

Leased November 1, 1871, to the New York Central and Hudson River Railroad Company for ninety-nine years.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	9,890	\$989,000

Number of stockholders..... 14

Cost of Road.

	Total cost up to June 30, 1892.
Grading, masonry and ballast.....	\$433,461 31
Bridges.....	84,057 31
Superstructure (including ties).....	161,213 41
Land.....	228,069 75
Engine and car houses, shops, machinery and tools.....	8,430 29
Engineering expenses.....	73,438 92
Total cost of road.....	\$989,000 00

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Rental from New York Central and Hudson River Railroad Company, lessees.... \$79,120 00

Payments from net income, as follows, viz.:

Dividends declared, 8 per cent on \$989,000 common stock..... 79,120 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	989,000 00
LIABILITIES.	
Capital stock.....	989,000 00

Officers of the Company.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT.....	President.....	Grand Central Station, N. Y. city
CHARLES C. CLARKE.....	Vice-President.....	Grand Central Station, N. Y. city
EDWIN D. WORCESTER.....	Secretary.....	Grand Central Station, N. Y. city
EDWARD V. W. ROSSITER ...	Treasurer.....	Grand Central Station, N. Y. city

Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city.
HORACE J. HAYDEN	New York city.
SAMUEL F. BAROER	New York city.
JOHN B. DUTCHER	New York city.
JOHN E. BURRILL	New York city.
FRANCIS P. FREEMAN	New York city.
ALFRED VAN SANTVOORD	New York city.
EDWIN D. WORCESTER	New York city.
H. WALTER WEBB	New York city.

Title of company, Spuyten Duyvil and Port Morris Railroad.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in July.

For information concerning this report, address Edwin D. Worcester, Secretary.

STATEN ISLAND.

LESSOR.

LESSEE — STATEN ISLAND RAPID TRANSIT.

(Date of charter, March 20, 1873.)

In April, 1873, this company was organized and purchased the line of road already constructed together with steamboats and ferry landings from George Law for \$480,000.

The property of the company was leased to the Staten Island Rapid Transit Company for ninety-nine years and possession given July 31, 1884, that company agreeing to pay a rental as follows, viz.: Seven per cent per annum on the first mortgage bonds and a quarterly dividend of \$1.00 per share of the capital stock and \$3,600 yearly for maintaining the organization, the interest and dividend to be paid by the lessee directly to the bond and stockholders,

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	60,000	\$800,000	.....
Issued for actual cash and now outstanding	14,000	210,000	\$210,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
1st mortgage	April 1, 1873	20	p.c. 7	April & Oct.	\$300,000	\$300,000	\$270,000

Cost of Road and Equipment.

ROAD.

Total cost up to
June 30, 1892.

Purchase of constructed road..... \$291,190 00

EQUIPMENT.	
Locomotives.....	\$23,272 02
Passenger cars.....	24,915 84
Mail, baggage and express cars.....	4,100 00
Ferry boats.....	294,388 33
Total cost of equipment.....	\$346,696 39
Grand total cost of road and equipment.....	\$637,886 39

Income Account for the Year Ending June 30, 1892.

<i>Income from all sources as follows, viz.:</i>	
Rental from lessee company.....	\$80,600 00
Less maintenance of organization and securing title to real estate.....	3,655 87
Gross income from all sources.....	\$76,944 13
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	21,000 00
Net income from all sources.....	\$55,944 13
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 20% per cent on \$210,000 common stock.....	56,000 00
Deficit for year ending June 30, 1892.....	\$55 87

General Income Account.

Deficit for year ending June 30, 1892.....	\$55 87
Surplus up to June 30, 1891.....	131,143 90
Total surplus June 30, 1892.....	\$131,088 03

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$291,190 00
Cost of equipment.....	346,696 39
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$501 64
Open accounts.....	2,700 00
	<u>3,201 64</u>
	\$641,088 03
LIABILITIES.	
Capital stock.....	\$210,000 00
Funded debt.....	300,000 00
Profit and loss (surplus).....	131,088 03
	<u>\$641,088 03</u>

Officers of the Company.

Name.	Title.	Official Address.
ERASTUS WIMAN.....	President.....	314 Broadway, New York city.
J. H. F. MAYO.....	Vice-President.....	78 Broad street, New York city.
EDWARD CURRY.....	Secretary and Treasurer....	New Brighton, S. I., N. Y.

Directors of the Company.

Name.	Residence.
ERASTUS WIMAN.....	New Brighton, S. I., N. Y.
J. H. F. MAYO.....	Clifton, S. I., N. Y.
A. HERRMAN.....	Stapleton, S. I., N. Y.
N. MARSH.....	Stapleton, S. I., N. Y.
GEORGE B. RIPLEY.....	Clifton, S. I., N. Y.
L. DEJONGE.....	Clifton, S. I., N. Y.
J. W. MERSEREAU.....	Richmond, S. I., N. Y.
G. F. KREISCHER.....	Kreisacherville, S. I., N. Y.
C. A. CANAVELLO.....	Brooklyn, N. Y.
WM. KING.....	Perth Amboy, N. J.
E. P. GOODWIN.....	New York city.
CHAS. H. BASS.....	New York city.
JOHN R. PLANTEN.....	New York city.

Title of company, Staten Island Railway Company.

General offices at New Brighton, S. I., N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, Tuesday, April 5.

For information concerning this report, address Edward Curry, Secretary and Treasurer.

STATEN ISLAND RAPID TRANSIT.

(Date of charter, April 4, 1880.)

The Staten Island Rapid Transit Railroad Company was organized April 14, 1880. Steps were at once taken to run preliminary surveys and then the route was permanently located and negotiations for the right of way and building of the road commenced. On or about June 30, 1883, this company entered into an agreement with Staten Island Railway Company of the following import, to wit: This company agreed to lease the railroad and ferry line of the Staten Island Railway Company for the term of ninety-nine years, to operate the same, and to pay four dollars per share per annum on the capital stock of the railway company, or \$56,000; also \$3,600 yearly for administration purposes, and the interest of the first mortgage bonds of the lessor company amounting to \$21,000 per annum, the lease to become operative when the Staten Island Rapid Transit Railroad Company had completed its road from Vanderbilt Landing to Thompsonville. The pier was completed July 31, 1884, and the leased line turned over on that day.

About November 13, 1883, this company entered into contract with Erastus Wiman, to build and equip its line of road.

During the fiscal year the company procured right of way for the extension of the road from Arrochar to the South Beach, one and three-quarters miles, and contracted for the construction of new ferry slips and suitable passenger stations at St. George's, S. I. It has also built one and one-half miles of side track at local points on its line and ordered four new locomotives and twenty-four new passenger cars for July delivery.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	5,000	\$500,000	
Issued for actual cash.....	13	\$1,300	\$1,300
Issued on account of construction.....	4,987	498,700	498,700
Total now outstanding.....	5,000	\$500,000	\$500,000

Number of stockholders 52

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.		INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.				
First mortgage.....	Oct. 1, 1883	30	p.c.	Apr. and Oct.	\$1,000,000	\$1,000,000	\$900,000	
Second mortgage...	Jan. 1, 1886	40	5	Jan. and July	2,500,000	2,500,000	2,654,000	
Third mortgage...	Nov. 21, 1885	60			4,500,000	4,500,000		
Total.....					\$8,000,000	\$8,000,000	\$3,554,000	

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Arthur Kill bridge	\$4,769 44	\$450,744 76
Grading, masonry and ballast	5,168 56	318,344 27
Bridges	179 07	170,094 94
Superstructure (including ties)	2,626 11	57,936 59
Rails		64,089 66
Sidings	6,584 56	9,137 13
Land		367,614 46
Land damages	4,963 00	190,808 64
Fences	189 80	9,738 81
Passenger and freight stations		122,751 15
Engine and car houses		7,326 73
Fuel and water stations		11,146 79
Engineering expenses	3,404 95	53,601 63
Purchase of constructed road		5,897,720 16
Telegraph line		94 65
New York buildings and piers		197,495 30
Ferry slips and piers	234 76	47,878 50
Freight slips and piers	6,514 43	167,410 23
Incidentals		4,933 03
Total cost of road	\$34,574 67	\$8,078,557 41
EQUIPMENT		
Locomotives		\$33,260 25
Passenger cars		138,394 24
Mail baggage and express cars		1,539 16
Freight and other cars		6,157 28
Barges, floats and tugs		369,335 28
Shops, tools, etc		6,257 94
Total cost of equipment		\$590,077 22
Grand total cost of road and equipment	\$34,574 67	\$8,668,634 63

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$1,045,631 84
Less operating expenses (excluding all taxes)		682,307 06
Gross income from all sources		\$354,324 78
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt and loans due and accrued	\$196,831 58	
Rentals	80,600 00	
Taxes on property used in operation of road	7,600 00	
Taxes on earnings and capital stock	6,700 00	
Taxes other than above	9,700 00	
		301,431 58
Surplus for year ending June 30, 1892		\$53,893 18

General Income Account.

Surplus for year ending June 30, 1892	\$53,893 18
Deficit up to June 30, 1891	194,567 61
Total deficit June 30, 1892	\$141,754 43

DETAILED STATEMENT OF RENTALS.

Staten Island railway, interest on bonds	\$21,000 00
Staten Island railway, dividends on stock	56,000 00
Staten Island railway, maintenance of organization	3,000 00
Total amount of rentals deducted from income	\$80,000 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$83,680 04	\$83,680 04
Passengers, all local	\$461,444 60		\$461,444 60
Mail	1,427 96		1,427 96
Express	7,150 84		7,150 84
Miscellaneous, as follows, viz.:			
Ferry earnings	\$478,760 34		
Privileges and rents	13,718 41		
Car service and extra baggage....	449 65		
	492,928 40		492,928 40
Total gross earnings	\$962,951 80	\$83,680 04	\$1,046,631 84

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$7,891 86	\$1,022 38	\$8,914 19
Repairs of roadbed	13,735 25	1,778 05	15,503 30
Repairs of bridges (including culverts and cattle guards)	3,004 66	400 84	3,493 50
Repairs of stations, shops, docks, etc.	4,786 32	620 14	5,406 46
Repairs of fences	3,677 32	476 38	4,153 70
Other expenses for maintenance of way and structures	796 78	103 22	900 00
Total	\$33,972 19	\$4,400 96	\$38,373 15

Maintenance of equipment :

Repairs of locomotives	\$25,926 68	\$3,358 75	\$29,285 33
Repairs of cars	12,691 35	1,644 06	14,335 41
Repairs of machinery and tools	1,731 46	224 33	1,955 79
Other expenses for maintenance of equipment	1,630 18	211 23	1,841 41
Total	\$41,979 67	\$5,438 27	\$47,417 94

Conducting transportation :

Wages of conductors and men	\$33,876 21	\$4,388 55	\$38,264 76
Wages of engineers and firemen	24,839 36	3,153 01	27,992 37
Fuel for locomotives	44,907 22	5,046 60	49,953 82
Oil and waste	2,697 95	340 52	3,047 47
Water supply	2,044 62	264 87	2,309 49
Other train supplies or expenses	754 06	97 69	851 75
Wages of station agents and clerks	42,536 20	5,510 38	48,046 58
Wages for labor at stations	15,436 07	1,999 67	17,435 74
Station supplies	6,957 84	901 35	7,859 19
Wages of watchmen, flagmen and switchmen	16,084 78	2,033 71	18,168 49
Other expenses for conducting transportation	308,711 90	37,064 77	345,776 67
Total	\$498,346 21	\$60,860 12	\$559,206 33

General expenses :

Salaries of general officers and clerks	\$18,402 70	\$2,383 99	\$20,786 69
General office expenses and supplies	774 81	100 35	875 16
Legal expenses	2,123 51	275 09	2,398 60
Loss and damage of freight and baggage		169 76	169 76
Damage to cattle and property		752 74	752 74
Injuries to persons	10,870 18		10,870 18
Telegraph maintenance and operation	4,514 78	584 86	5,099 64
Mileage of cars of other companies (debit balance)	386 25	43 54	379 79
Other general expenses	5,385 97	695 13	6,061 10
Total	\$42,388 20	\$5,005 46	\$47,393 66
Grand total operating expenses	\$616,686 27	\$75,704 81	\$692,391 08

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$8,078,527 41
Cost of equipment	590,077 22

Current assets, as follows, viz.:

Cash on hand.....	\$45,500 55	
Bills receivable.....	5,000 00	
Due by agents.....	18,594 40	
Open accounts.....	274,883 62	
Materials and supplies	27,188 32	
Sundries.....	5,000 00	
		376,173 89
Profit and loss (deficiency).....		141,758 43

\$9,186,568 95

LIABILITIES.

Capital stock	\$500,000 00
Funded debt.....	8,000,000 00

Current liabilities as follows, viz.:

Interest on funded debt due and accrued	\$77,800 00	
Rentals accrued	22,389 00	
Audited vouchers and pay-rolls.....	114,091 57	
Open accounts	41,754 19	
Loans and bills payable.....	420,554 19	
		686,588 95
		\$9,186,568 95

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....		8,641,376	8,641,376
Number of passengers carried one mile.....		64,645,361	64,645,361
Number of tons of freight carried.....	338,814	19,298	418,112
Number of tons of freight carried one mile.....	2,737,979	135,386	2,893,265
Passenger train mileage.....			408,410
Freight train mileage			52,290
All other train mileage.....			45,680
Total train mileage.....			506,380

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$362,951 80	\$616,686 27	\$346,265 53
Average per passenger carried.....	1114	0714	04
Average per passenger per mile	0148	0095	0053
Average per passenger train per mile.....	2 29	1 53	86
Freight earnings and expenses (including miscellaneous earnings)	88,680 04	75,704 81	7,975 23
Average per ton of freight carried	2025	1832	01
Average per ton of freight per mile.....	0289	0262	002
Average per freight train per mile.....	1 60	1 45	15

ITEM.

Computed on earnings from carrying passengers and freight only.	All loc Cents
Average rate received per mile for carrying passengers, all classes	1 4
Average rate received per mile per ton for carrying freight, all classes	2 2

STATEN ISLAND RAPID TRANSIT.

573

Description of Road and Equipment.

TRACK.	Miles owned all in New York State.	Miles leased all in New York State.	Total miles all in New York State.
Main line laid from Tottenville to Arthur Kill bridge, single track	8.6	12.7	21.13
Branches or other roads, laid single track	1.7	.....	1.7
Total single track	10.3	12.7	23.0
Second track on main line	7.4	4.2	11.6
Second track on branches or other roads	1.7	.....	1.7
Total second track	9.1	4.2	13.3
Sidings and turnouts on main line	6.4	1.7	8.1
Sidings and turnouts on branches or other roads .....	.3	.....	.3
Total sidings and turnouts	6.7	1.7	8.4
Grand total of tracks, sidings and turnouts	26.1	18.6	44.7
Laid with steel rail, main line	8.6	12.7	21.3
Laid with steel rail, branches or other roads	1.7	.....	1.7

Average life of ties, 6 years; weight of rails per yard — steel, maximum, 87 lbs.; minimum, 56 lbs.; iron, 56 lbs.; gauge of track 4 feet 8 $\frac{1}{4}$ inches; ballasted with cinders and stone.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	2	<i>Feet.</i> 108
Wooden trestles	7	10,100
Total	9	10,208

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	9	5	14	80,000	14	14
First-class passenger cars	51	13	64	84,900	64	64
Box freight cars	4	3	7	.....	7	7
Flat freight cars	4	4	8	.....	.....	.....
Total	8	7	15	.....	7	7

Passenger cars are equipped with Eames' vacuum brake and Janney coupler.
Split switches are used generally on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	25
Highway crossings at grade protected by gates or flagmen	25
Highway crossings over or under grade	6
Overhead obstructions less than twenty feet above track	3

Passenger cars are heated by steam, lighted by lamps, and ventilated by dome ventilators.

The United States Express Company runs over this line, paying twenty-five per cent of its earnings from business over ferries and railroads.

The Baltimore and Ohio railroad uses the tracks of this company's road to move its freight between Arthur Kill bridge and St. George, S. I., using their own cars and paying all train expenses. The Baltimore and Ohio pays this company ten cents per ton trackage on all such freight moved. No preference given.

The United States government pays for transportation of mails \$499.90 per quarter over railroads and ferries.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour and meal	35,546	8.60
Grain	10,057	2.43
Live stock	95	.02
Lumber	31,067	7.53
Pig and bar iron and steel	1,155	.28
Coal and coke	31,932	7.73
Petroleum and other oils	16,391	3.97
All other manufactures	42,095	10.19
All other merchandise	164,124	39.73
All other agricultural products	44,447	10.76
All other articles not included above	36,303	8.76
Total	413,112	100

NUMBER OF ACCIDENTS.	Injured.	Killed.	Total.
Passengers	3	.....	3
Others, not employes	9	7	16
Total	12	7	19

EMPLOYEES.

Average number of persons employed (including officials) during the year	571
Aggregate amount of salaries and wages paid them during the year	\$355,488 91

Officers of the Company.

Name.	Title.	Official Address.
J. FRANK EMMONS	President	56 Broadway, New York city.
THOMAS M. KING	Managing Director	Baltimore, Md.
FRANK S. GANNON	General Superintendent	Whitehall st., New York city.
WILLIAM KENTGEN	Secretary	Whitehall st., New York city.
EDWARD CURRY	Treasurer	Whitehall st., New York city.

Directors of the Company.

Name.	Residence.
J. FRANK EMMONS	Clifton, S. I., N. Y.
ERASTUS WIMAN	New Brighton, S. I., N. Y.
O. S. WOOD	Clifton, S. I., N. Y.
A. B. BOARDMAN	New Brighton, S. I., N. Y.
JAMES M. DAVIS	Grymes Hill, S. I., N. Y.
LOUIS DE JONGE	Stapleton, S. I., N. Y.
FRANK S. GANNON	New Brighton, S. I., N. Y.
CHARLES F. MAYER	Baltimore, Md.
THOMAS M. KING	Baltimore, Md.
ORLAND SMITH	Baltimore, Md.
C. K. LORD	Philadelphia, Pa.
C. J. RYAN	Baltimore, Md.
W. G. ATKINSON	Baltimore, Md.

Title of company, The Staten Island Rapid Transit Railroad Company.

General offices at foot of Whitehall street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Tuesday in April.

For information concerning this report address Edward Curry, Treasurer.

STERLING MOUNTAIN.

575

STERLING MOUNTAIN.

(Date of charter, May 18, 1864.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	1,600	\$80,000
Number of stockholders.....		18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Income mort'ge bds	May 2, 1881	....	p.c. 47	February 1	\$475,074	\$475,074	\$475,074

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry, ballast, bridges, superstructure (including ties) and rails		\$282,883 00
Land and land damages.....		12,554 19
Passenger and freight stations, engine and car houses, shops, machinery, and tools, fuel and water stations.....		10,201 25
Engineering expenses		5,219 79
Total cost of road.....		\$310,908 28
EQUIPMENT.		
Locomotives.....		\$59,700 00
Freight and other cars		142,255 79
Total cost of equipment.....		\$198,955 79
Grand total cost of road and equipment		\$508,864 08

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$21,269 94
Less operating expenses (excluding all taxes)	17,650 82
Net earnings from operation	\$3,619 62
<i>Income from other sources as follows, viz.:</i>	
Rents.....	475 50
Gross income from all sources.....	\$4,095 12
<i>deductions from income as follows, viz.:</i>	
1 tes on property used in operation of road	\$295 51
1 tes on earnings and capital stock	142 77
1 tes other than above	260 32
	698 60
Surplus for year ending June 30, 1892	\$3,396 52

* If earned.

General Income Account.

Surplus for year ending June 30, 1892	\$3,396 52
Deficit up to June 30, 1891	205,823 80
Total deficit June 30, 1892	\$202,427 28

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$20,855 74	\$20,855 74
Passengers, all local	\$414 20		414 20
Total gross earnings	\$414 20	\$20,855 74	\$21,269 94

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of roadbed and bridges (including culverts and cattle-guards)	\$4,362 26
Repairs of stations, shops, docks, etc.	445 42
Repairs around Sterlington station, grading, etc.	101 67
Total	\$4,909 35

Maintenance of equipment :

Repairs of locomotives	\$838 54
------------------------------	----------

Conducting transportation :

Wages of conductors, men, engineers and firemen	\$3,500 39
Fuel for locomotives	1,643 57
Oil and waste	193 16
Total	\$5,337 12

General expenses :

Salaries of general officers, clerks and general office expenses and supplies.	\$6,565 81
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Grand total operating expenses	\$17,650 83
--------------------------------------	-------------

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$810,908 23
Cost of equipment	195,955 79

Current assets as follows, viz. :

Materials and supplies	3,941 51
Profit and loss (deficiency)	202,427 28
	\$713,332 81

LIABILITIES.

Capital stock	\$80,000 00
Funded d-bt.	475,674 00

Current liabilities, as follows, viz. :

Interest on funded debt due and accrued	\$180 16
Loans and bills payable	157,378 65
	157,558 81
	\$713,332 81

Traffic and Mileage Statistics.

ITEM.

	All local.
Number of passengers carried	2,079
Number of passengers carried one mile	123,429
Number of tons of freight carried	58,113.19
Number of tons of freight carried one mile	440,924.49
* Mixed train mileage	9,454.4

*No separate passenger car run; a passenger car is attached to all freight trains.

STERLING MOUNTAIN.

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Description of Road and Equipment.

TRACK.		Miles owned, all in N. Y. State.
Main line laid from Sterlington to Lakeville, single track		7.6
Sidings and turnouts on main line		1.
Grand total of tracks, sidings and turnouts		8.6

Laid with steel rail, main line	7.45
Laid with iron rail, main line .....	.15

Weight of rails per yard—steel, maximum, 60 lbs.; minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

EQUIPMENT.		Number owned.
Locomotives, 6 drivers		2
Locomotives, 4 drivers		1
Total		3

Gondola freight cars	119
Caboose, 4-wheel cars	1
Total	120

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Iron or other ores	57,800
All other merchandise	313.19
Total	58,113.19

NUMBER OF ACCIDENTS.

	Injured.
Employees	1

Officers of the Company.

Name.	Title.	Official Address.
MACGRANE COXE	President	51 Wall street, New York city.
D. CRAWFORD CLARK	Treasurer	51 Wall street, New York city.
P. T. BARLOW	Secretary	Sterlington, N. Y.
CHAS. R. WESTBROOK	General Manager	Sterlington, N. Y.

Directors of the Company.

Name.	Residence.
PETER T. BARLOW	New York city.
D. CRAWFORD CLARK	New York city.
LOUIS C. CLARK	New York city.
JAY COOKE, Jr.	Philadelphia, Pa.
T. GORTON COOMBE	New York city.
MACGRANE COXE	New York city.
JAMES P. SCOTT	Philadelphia, Pa.

Title of company, Sterling Mountain Railway Company.

General offices at 51 Wall street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Tuesday in April.

For information concerning this report, address Macgrane Coxe, President.

STONY CLOVE AND CATSKILL MOUNTAIN.

(Date of charter, January 18, 1881.)

Organized January 18, 1881. Trains commenced running to Edgewood, eight miles from
Phoenicia, September 28, 1881, and to Hunter, northern terminus, June 24, 1882.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON STOCK.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	2,000	\$200,000	
Issued for actual cash and now outstanding...	1,240	124,000	\$124,000

Number of stockholders..... 17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	April 1, 1881	30	p.c. 5	Apr. & Oct.	\$210,000	\$210,000	\$210,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast.....		\$152,735 19
Bridges.....		16,619 01
Superstructure (including ties) and rails.....		98,626 30
Land, land damages and fences.....		7,804 41
Passenger and freight stations.....		3,760 21
Engine and car houses.....		3,644 19
Shops, machinery and tools.....		1,008 49
Fuel and water stations.....		1,022 62
Engineering expenses.....		4,525 42
Total cost of road.....		\$289,740 84

EQUIPMENT.		
Locomotives.....		\$36,730 25
Passenger, mail, baggage and express cars.....		20,234 10
Freight and other cars.....		8,090 49
Total cost of equipment.....		\$55,054 84
Grand total cost of road and equipment.....		\$344,795 68

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$55,515 63
Less operating expenses (excluding all taxes).....		30,728 17
Gross income from all sources.....		\$24,787 46
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$10,500 00	
Taxes on property used in operation of road.....	1,390 02	
Taxes on earnings and capital stock.....	407 25	
Taxes other than above.....	85 49	
		12,382 76
Net income from all sources.....		\$12,404 70
<i>Payments from net income as follows, viz.:</i>		
Dividends declared 5 per cent on \$124,000 common stock.....		6,300 00
Surplus for year ending June 30, 1892.....		\$6,104 70

STONY CLOVE AND CATSKILL MOUNTAIN.

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General Income Account.

Surplus for year ending June 30, 1892	\$6,304 70
Surplus up to June 30, 1891	840 69
Total surplus June 30, 1892.....	\$7,045 39

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	Passenger.	Freight.	Total.
Freight, all local.....		\$15,968 51	\$15,968 51
Passengers, all local.....	\$37,904 43		37,904 43
Mail	760 76		760 76
Express	881 93		881 93
Total gross earnings.....	\$39,547 12	\$15,968 51	\$55,515 63
OPERATING EXPENSES.			
<i>Maintenance of way and structures :</i>			
Repairs of roadbed and track.....	\$4,881 16	\$2,091 92	\$6,973 08
Repairs of bridges, (including culverts and cattle-guards).....	723 65	310 13	1,033 78
Repairs of stations, shops, docks, etc.....	508 42	217 90	726 32
Repairs of fences.....	139 38	45 45	184 83
Total	\$6,252 61	\$2,665 40	\$8,918 01
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$1,093 99	\$725 99	\$2,419 98
Repairs of cars.....	1,430 68	590 82	2,021 50
Other expenses for maintenance of equipment.....	133 81	57 35	191 16
Total	\$3,258 48	\$1,374 16	\$4,632 64
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$1,928 19	\$326 37	\$2,754 56
Wages of engineers and firemen.....	1,406 96	602 98	2,009 94
Fuel for locomotives	3,338 86	1,480 94	4,769 80
Oil and waste.....	146 15	62 63	208 78
Water supply.....	87 53	37 51	125 04
Other train supplies or expenses.....	31 00	13 29	44 29
Wages of station agents and clerks.....	924 96	396 41	1,321 37
Wages for labor at stations	1,159 16	513 92	1,713 08
Station supplies.....	48 00	20 55	68 55
Wages of watchmen, flagmen and switchmen.....	357 90	166 24	554 14
Other expenses for conducting transportation.....	216 69	92 87	309 56
Total	\$9,715 40	\$4,163 71	\$13,879 11
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$1,680 00	\$720 00	\$2,400 00
General office expenses and supplies.....	43 74	18 74	62 48
Stationery and printing	232 20	99 52	331 72
Outside agencies and advertising.....	101 25	43 40	144 65
Damage to cattle and property	14 00	6 00	20 00
Mileage of cars of other companies (debit balance).....		198 31	198 31
Other general expenses	98 87	42 38	141 25
Total	\$2,170 06	\$1,128 35	\$3,298 41
Grand total operating expenses.....	\$21,396 55	\$9,331 62	\$30,728 17

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$289,740 84
Cost of equipment.....		55,054 84
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$12,075 14	
Due by agents.....	2,191 49	
On accounts.....	7,562 65	
Materials and supplies	343 00	
		22,172 28
		\$366,967 96

LIABILITIES.

Capital stock	\$194,000 00
Funded debt	210,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$2,625 00
Audited vouchers and pay-rolls	23,296 57
Open accounts	1 00
	<hr/> 25,922 57
Profit and loss (surplus)	7,045 39
	<hr/> <hr/> \$326,967 96

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	43,118
Number of passengers carried one mile	432,387
Number of tons of freight carried	14,413
Number of tons of freight carried one mile	176,716
*Mixed train mileage	40,000

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)...	\$39,547 19	\$21,396 55	\$18,150 57
Average per passenger carried	9172	4963	.4210
Average per passenger per mile	0819	0443	.0876
Average per passenger train per mile	9987	5349	.4538
Freight earnings and expenses (including miscellaneous earnings)	15,968 51	9,381 62	6,586 89
Average per ton of freight carried	1 1080	6475	.4505
Average per ton of freight per mile	0903	0528	.0373
Average per freight train per mile	3993	2333	.1659

ITEM.	All local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	7.85
Average rate received per mile per ton for carrying freight, all classes	9.03

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Phenicia to Hunter (single track)	14.39
Sidings and turnouts on main line .....	.66
Grand total of tracks, sidings and turnouts	<hr/> 14.96
Laid with steel rail, main line	14.96
Average life of ties, 8 years; weight of rails per yard—steel, 42 lbs.; gauge of track, 3 feet; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	3	Fe
Wooden trestles	2	
Total	5	

* No separate passenger train run.

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 5 drivers.....	2	\$13,365 12	56,000	2	.....
First-class passenger cars.....	3	\$3,500 00	18,000	3	3
Observation cars.....	4	1,500 00	18,000	4	4
Combination passenger and baggage cars.....	2	2,800 00	18,000	2	2
Baggage, mail and express car.....	1	2,100 00	18,000	1	1
Total.....	10	.....	.....	10	10
Box freight cars.....	2	\$485 35	14,000	.....	.....
Flat freight cars.....	7	421 68	10,000	.....	.....
Setts transfer trucks.....	12	285 35	8,000	.....	.....
Service transfer trucks.....	5	148 75	200	.....	.....
Total.....	26	.....	.....	.....	.....

Passenger cars are equipped with Westinghouse automatic brake, Miller platform and coupler; freight cars, hand brake and link and pin coupler.
Split switches and spring frogs are used on this road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$61,800
Highway crossings at grade without protection.....	5
Highway crossings over or under grade.....	1
Overhead obstructions less than twenty feet above track.....	1

Passenger cars are heated by stoves, lighted by oil lamps and ventilated by windows in top of car and drop windows in doors.

The American Express Company runs over this line at the following rates: Merchandise, 25 cents per 100 lbs.; fresh meats, 20 cents per 100 lbs.; fruit and vegetables, 16 cents per 100 lbs. butter, eggs and maple sugar, 15 cents per 100 lbs.

Contract with United States government for transportation of mails, \$780.77 per annum.

DESCRIPTION OF FREIGHT MOVED

ITEM.	Tonnage.	Per cent.
Flour.....	437	3.03
Grain.....	938	6.51
Feed and meal.....	1,438	9.98
Meats and provisions.....	219	1.52
Live stock.....	11	.08
Lumber.....	2,237	15.45
Coal.....	1,358	9
Petroleum and other oils.....	122	.85
Chair stock.....	1,626	11.28
Manufactures.....	3	.02
Stone.....	1,128	7.83
All other agricultural products.....	205	1.42
All other articles not included above.....	4,760	33.03
Total.....	14,412	100

EMPLOYES.

Average number of persons employed (including officials) during the year.....	30
Aggregate amount of salaries and wages paid them during the year.....	\$17,410

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL D. COYKENDALL.....	President.....	Rondout, N. Y.
GEORGE COYKENDALL.....	Vice-President and Gen. Sup't.....	Rondout, N. Y.
SAMUEL COLES.....	Secretary and Treasurer.....	Rondout, N. Y.
OSCAR L. EASTMAN.....	Auditor.....	Rondout, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL D. COYKENDALL.....	Rondout, N. Y.
GEORGE COYKENDALL.....	Rondout, N. Y.
ABEL A. CROSBY.....	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
JAMES G. LINDSLEY.....	Rondout, N. Y.
ISAAC M. NORTH.....	Rondout, N. Y.
SAMUEL COLES.....	Rondout, N. Y.
PETER E. SCHOONMAKER.....	Rondout, N. Y.
JOHN DAWSON.....	New York city.
HENRY C. SWAIN.....	New York city.
JOEL W. MASON.....	New York city.

Title of company. Stony Clove and Catskill Mountain Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address S. D. Coykendall, President.

SUSPENSION BRIDGE AND ERIE JUNCTION.

LESSOR

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 16, 1868.)

This road was leased to the Erie Railway Company July 13, 1870, for the term of the lessor's corporate existence. It is now operated under the lease by the New York, Lake, Erie and Western Railroad Company, successor to the Erie Railway Company. All accounts and statistics pertaining to its operation are included in the report of that company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Total par value.	
Authorized by law or charter.....	10,000	\$1,000,000	.....
Issued for actual cash and now outstanding.....	5,000	500,000	\$500,000

Number of stockholders.....

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage bonds....	July 1, 1870	30	P. C. 7	Jan. and July	\$1,000,000	\$1,000,000	\$1,000,000

SUSPENSION BRIDGE AND ERIE JUNCTION.

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Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Grading, masonry and ballast	\$3,309 54	\$306,131 45
Bridges		146 75
Superstructure (including ties) and rails.....	911 09	626,777 92
Land		203,525 86
Fences		5,861 82
Passenger and freight stations, engine and car houses, shops, machinery and tools and fuel and water stations	2,070 62	67,335 72
Engineering expenses.....		68,042 54
Interest and discount charged to construction		650,000 00
Telegraph line	200 00	520 86
Grand total cost of road.....	\$6,551 85	\$1,928,342 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Engine house at Suspension Bridge.....	\$2,634 60
Grading at West Shore trestle.....	2,455 37
Right of way at Buffalo.....	1 00
Gas house trestle, Tonawanda	198 92
Frazier's switch, Suspension Bridge	450 96
Ballasting line of road.....	151 27
Telegraph line, Buffalo and Suspension Bridge	200 00
George Haberlee's switch	459 73
	\$6,551 85

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$1,928,342 92
Current assets, as follows, viz.:	
Sundries.....	86 42
	\$1,928,429 34
LIABILITIES.	
Capital stock.....	\$50,000 00
Funded debt.....	1,000,000 00
Current liabilities, as follows, viz.:	
Advances: Erie Railroad Company	\$261,736 54
New York, Lake Erie and Western Railroad Company	160,692 80
	\$428,429 34
	\$1,928,429 34

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line laid from Suspension Bridge to East Buffalo, single track	23.32		23.32
Branches or other roads, laid single track .....	.69	15.12	15.81
Total single track	24.01	15.12	39.13
Second track on main line	4.84		4.84
Second track on branches or other roads .....	.50		.50
Total second track	5.34		5.34
Sidings and turnouts on main line	18.75		18.05
Sidings and turnouts on branches or other roads.....	.26	3.51	3.77
Total sidings and turnouts	18.31	3.51	21.82
Grand total of tracks, sidings and turnouts.....	47.66	18.63	66.29
Laid with steel rail, main line	28.16		28.16
Laid with steel rail, branches or other roads	1.19	15.12	16.31

REPORT OF THE RAILROAD COMMISSIONERS.

Average life of rails—steel, 12 years; iron, 6 years; average life of ties, 8 years; weight of rails per yard—steel, 63 lbs; iron, maximum, 63 lbs; minimum, 56 lbs; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Niagara Falls Extension	Falls Junction....	Niagara Falls ....	.69	Owned.	.50	1.17
Lockport and Buffalo Lockport and Buffalo Extension	Tonawanda	Lockport	13.76	Leased.	.....	13.76
	Tonawanda	Gratwick	1.36	Leased	.....	1.36

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	8	<i>Feet.</i> 1,322
Wooden bridges	2	122
Wooden trestles	5	434
Total	15	1,878

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road at grade	5
Railroads crossing road over or under grade	3
Highway crossings at grade without protection	21
Highway crossings at grade protected by gates or flagmen.....	13
Highway crossings over or under grade	4

Officers of the Company.

Name.	Title.	Official Address.
JOHN KING	President	P. O. box 839, New York city.
A. R. MACDONOUGH	Secretary	P. O. box 839, New York city.
EDWARD WHITE	Treasurer	P. O. box 839, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING	New York city.
J. G. McCULLOUGH	New York city.
H. H. COOK	New York city.
OGDEN MILLS	New York city.
GEO. W. QUINTARD	New York city.
WILLIAM LIBBY	New York city.
W. A. WHEELLOCK	New York city.
WM. WHITEWRIGHT	New York city.
E. B. THOMAS	New York city.
A. R. MACDONOUGH	New York city.
ANDREW DONALDSON	New York city.
G. H. VAILLANT	New York city.
F. G. BABCOCK	Hornellsville, N.

Title of company, Suspension Bridge and Erie Junction Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Tuesday in November.

For information concerning this report address A. R. Macdonough, Secretary, P. O. box 1 New York city.

SYRACUSE AND BALDWINVILLE.

(Date of charter, January 27, 1891.)

Originally the Syracuse and Baldwinsville Railroad Company, organized June 2, 1886.
Chapter 140, Laws of 1880.

Opened for business January 1, 1887.

Placed in hands of receiver, January 26, 1888, sold at foreclosure sale January 2, 1891 and reorganized same day; certificate of incorporation filed January 27, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by law or charter.....	600	\$60,000	1,000	\$100,000
Issued for reorganization and now outstanding.....	86.20	8,620	866.40	86,640

Grand total of common and preferred stock now outstanding..... \$94,620
Number of stockholders 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized under reorganization.	Amount outstanding
			Rate.	When payable.		
First mortgage.....	July 1, 1891	49	p.c. 4	Jan. and July	\$115,000	\$115,000

Cost of Road.

Purchase of constructed road, including one locomotive..... \$1,100,000

Income Account for Year Ending June 30, 1892.

Gross earnings from operation \$1,100,000
Less operating expenses (excluding all taxes) 100,000
Gross income from all sources \$1,000,000

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued \$2,500 00
Taxes on property used in operation of road 500 00
Taxes on earnings and capital stock 1,000 00
Deficit for year ending June 30, 1892 \$4,000 00

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total
Freight, all local		\$7,809 88	\$7,809 88
Passengers, all local	\$183 01		183 01
Express	60 39		60 39
<i>Miscellaneous, as follows, viz.:</i>			
Storage		17 00	17 00
Sundries		30 75	30 75
Total gross earnings	\$243 40	\$7,857 63	\$8,101 03

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed	\$1,121 02	\$1,121 02	\$2,242 04
Repairs of bridges (including culverts and cattle guards)	145 29	145 29	290 58
Repairs of stations, shops, docks, etc	299 53	299 53	599 06
Repairs of fences	19 63	19 63	39 26
Other expenses for maintenance of way and structures	91 07	91 08	182 15
Total	\$1,670 54	\$1,676 54	\$3,353 09
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$65 94	\$65 95	\$131 89
<i>Conducting transportation:</i>			
Wages of conductors and men	\$300 00	\$300 00	\$600 00
Wages of engineers and firemen	604 99	605 00	1,209 99
Fuel for locomotives	556 20	556 20	1,112 40
Oil and waste	50 38	50 38	100 76
Other train supplies or expenses	33 35	33 35	66 70
Wages of station agents and clerks	284 83	284 83	569 66
Station supplies	6 70	6 70	13 40
Wages of watchmen, flagmen and switchmen	103 64	103 65	207 29
Other expenses for conducting transportation	106 20	106 20	212 40
Total	\$2,046 29	\$2,046 31	\$4,092 60
<i>General expenses:</i>			
Salaries of general officers and clerks	\$100 00	\$100 00	\$200 00
General office expenses and supplies	22 32	22 33	44 65
Stationery and printing	7 20	7 20	14 40
Loss and damage of freight and baggage	1 99	2 00	3 99
Telegraph maintenance and operation	28 17	28 17	56 34
Mileage of cars of other companies (debit balance)	81 55	81 56	163 11
Total	\$241 23	\$241 26	\$489 49
Grand total operating expenses	\$4,030 00	\$4,030 07	\$8,060 07

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road and equipment		\$150,000 00
Profit and loss (deficiency)		30,998 88
		<u>\$180,998 88</u>
LIABILITIES.		
Capital stock		\$94,300 00
Funded debt		81,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$3,293 50	
Open accounts	2,375 36	
		<u>5,668 86</u>
		<u>\$180,998 86</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of tons of freight carried.....	5,888
Number of tons of freight carried one mile	84,970
Freight train mileage.....	5,286

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$243 40	\$4,030 00	\$3,786 60
Freight earnings and expenses (including miscellaneous earnings)	7,857 63	4,030 07	3,827 56
Average per ton of freight carried.....	1 34	60	55
Average per ton of freight per mile.....	2 34	1 15	1 09
Average per freight train per mile.....	1 48	76	72

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile per ton for carrying freight, all classes.....	2.28

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Baldwinsville to Amboy, single track	6.00
Sidings and turnouts on main line.....	2.28
Grand total of tracks, sidings and turnouts.....	8.28
Laid with steel rail, main line	6.00

Average life of rails steel, 12 years; average life of ties, 8 years; weight of rails per yard—steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	5	Feet. 400
Wooden trestles.....	1	20
Total	6	420

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	1	\$7,600	70,000	1

Patent ball switch used on this line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection	10

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF FREIGHT MOVED.
ITEM.

Merchandise.....	Tonnage.
	5,828

EMPLOYEES.

Average number of persons employed (including officials) during the year.....	9
Aggregate amount of salaries and wages paid them during the year	\$4,086 98

Officers of the Company.

Name.	Title.	Official Address.
R. G. ROLSTON.....	President.....	New York city.
FREDERICK H. GIBBENS.....	Secretary and Treasurer.....	New York city.
W. F. HALLSTEAD	General Manager.....	Scranton, Penn.

Directors of the Company.

Name.	Residence.
R. G. ROLSTON	New York city.
JACOB AMOS.....	Syracuse, N. Y.
FREDERICK H. GIBBENS	New York city.
SAMUEL SLOAN, JR.....	New York city.
W. H. LEUPP.....	New York city.
E. M. MARSTON.....	New York city.
F. F. BENTLEY.....	Baldwinsville, N. Y.
F. M. PATCHEN.....	New York city.
R. A. DOOMAN.....	New York city.

Title of company, Syracuse and Baldwinsville Railway Company.

General offices at Syracuse, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, last Friday in January.

For information concerning this report, address Frederick H. Gibbens, Secretary and Treasurer, 26 Exchange place, New York city.

SYRACUSE, BINGHAMTON AND NEW YORK.

(Date of charter, April 30, 1857.)

Organized in 1850 under the General Railroad Law as the Syracuse and Binghamton Railroad Company, and opened from Binghamton to Syracuse October 18, 1854; purchased under foreclosure for \$2,668,488.25 and reorganized October 13, 1856 under the name of the Syracuse and Southern Railroad Company and name changed April 30, 1857, to present title.

The Union Railroad, extending the road one and one-half miles on the north to the Erie canal at Geddes, was purchased August 12, 1858, for \$183,983.77.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	25,000	\$2,500,000

Number of stockholders

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First consolidated mortgage	Oct. 2, 1876	30	p.c.	April & Oct.	\$2,500,000	\$1,966,000	\$1,676,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.*
Grading, masonry, and ballast.....		\$643,319 65
Bridges.....		97,723 11
Superstructure (including ties) and rails.....	\$722 25	596,073 73
Land, land damages and fences.....		78,177 84
Passenger and freight stations.....		44,950 94
Engine and car houses, shops, machinery and tools, fuel and water stations.....		138,250 76
Engineering expenses.....		15,351 21
Purchase of constructed road.....		2,808,327 12
Total cost of road.....	\$722 25	\$4,218,074 96
EQUIPMENT.		
Locomotives.....		\$77,275 67
Passenger cars, mail, baggage and express cars.....		35,716 70
Freight and other cars.....	*\$1,928 31	319,899 79
Total cost of equipment.....	*\$1,928 31	\$432,892 16
Grand total cost of road and equipment.....	*\$1,306 06	\$4,650,966 52

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New switches at Cortland, 1,112 feet.....		\$722 25
New cars, 1 box, 1 flat, 1 snow-plow, 1 handcar.....	\$1,921 69	
Less cars destroyed and torn down:		
Five box cars.....	\$2,350 00	
Five flat cars.....	1,500 00	
	3,850 00	
		*1,928 31
		*\$1,306 06

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$899,458 05
Less operating expenses (excluding all taxes).....		460,319 14
Net earnings from operation.....		\$409,138 91
<i>Income from other sources as follows, viz.:</i>		
Interest.....		3,866 11
Gross income from all sources.....		\$412,505 02
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$137,620 00	
Taxes on property used in operation of road.....	29,576 28	
Taxes on earnings and capital stock.....	9,924 40	
		177,120 68
Net income from all sources.....		\$235,384 34
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 8 per cent on \$2,500,000 common stock.....		200,000 00
Surplus for year ending June 30, 1892.....		\$35,384 34
General Income Account.		
Surplus for year ending June 30, 1892.....		\$35,384 34
Surplus up to June 30, 1891.....		324,555 14
		\$369,939 48
Less extra dividend 5 per cent.....		125,000 00
Total surplus June 30, 1892.....		\$244,939 48

* Credit.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$113,182 33		
Freight, local	117,811 17		
Passengers, through	\$27,127 43	\$230,993 50	\$230,993 50
Passengers, local	168,119 16		
Mail	\$195,246 59		195,246 59
Express	11,604 72		11,604 72
	53,359 96		53,359 96
<i>Miscellaneous, as follows, viz.:</i>			
Use of track	3,161 69	302,072 05	305,233 74
Switching		3,381 50	3,381 50
Rents	\$5,524 30		
Telegraph	591 24		
Extra baggage	2,334 25		
Storage	657 50		
Other items	590 75		
	2,891 41	6,746 68	9,638 04
Total gross earnings	\$266,264 37	\$603,193 68	\$869,458 05

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$4,683 98	\$17,896 38	\$22,580 36
Steel rails laid, 908 tons, cost	6,142 51	20,156 57	26,299 08
Repairs of roadbed	11,674 79	43,671 49	55,346 28
Repairs of bridges (including culverts and cattle guards)	2,159 72	7,544 33	9,704 05
Repairs of stations, shops, docks, etc	9,351 67	21,698 92	31,050 59
Repairs of fences	1,301 24	3,212 48	4,513 72
Total	\$35,313 91	\$114,120 17	\$149,434 08

Maintenance of equipment:

Repairs of locomotives	\$8,675 67	\$30,132 35	\$38,808 02
Repairs of cars	10,321 50	32,265 29	42,586 79
Repairs of machinery and tools	2,157 88	4,978 91	7,136 79
Other expenses for maintenance of equipment	83 47	78 08	161 55
Total	\$21,088 52	\$67,454 63	\$78,543 15

Conducting transportation:

Wages of conductors and men	\$14,225 83	\$13,059 84	\$27,285 67
Wages of engineers and firemen	14,557 74	17,694 25	32,251 99
Fuel for locomotives	19,992 35	39,924 59	59,916 94
Oil and waste	991 80	2,336 22	3,328 02
Water supply	1,338 94	3,138 59	4,477 53
Other train supplies or expenses	827 12	3,791 12	4,618 24
Wages of station agents and clerks	5,326 21	12,478 73	17,804 94
Wages for labor at stations		22,252 45	22,252 45
Station supplies	1,000 49	2,300 39	3,301 88
Wages of watchmen, flagmen and switchmen	5,920 70	13,649 45	19,570 15
Other expenses for conducting transportation	610 27	1,400 95	2,011 22
Total	\$44,791 85	\$132,026 58	\$196,818 43

General expenses:

Salaries of general officers and clerks	\$4,114 00	\$9,456 00	\$13,570 00
General office expenses and supplies	49 71	119 38	169 09
Stationery and printing	136 52	312 41	448 93
Outside agencies and advertising	694 78	1,623 01	2,317 79
Legal expenses	536 08	1,216 69	1,752 77
Loss and damage of freight and baggage		105 26	105 26
Injuries to persons		1,917 10	2,732 81
Telegraph maintenance and operation	2,948 83	6,818 42	9,767 25
Mileage of cars of other companies (debit balance)		2,466 10	2,466 10
Other general expenses	664 78	1,498 75	2,163 53
Total	\$9,960 36	\$25,563 12	\$35,523 48
Grand total operating expenses	\$131,154 64	\$329,164 50	\$460,319 14

SYRACUSE, BINGHAMTON AND NEW YORK.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$4,218,074 36
Cost of equipment	432,862 16

Current assets, as follows, viz.:

Cash on hand.....	\$40,879 67	
Open accounts.....	80,615 19	
Materials and supplies.....	44,102 26	
		165,597 12
		<u>\$4,816,563 64</u>

LIABILITIES.

Capital stock.....	\$2,500,000 00
Funded debt.....	1,966,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$39,270 00	
Dividends unpaid.....	4 00	
Audited vouchers and pay-rolls.....	39,537 90	
Open accounts.....	26,812 26	
		105,624 16
Profit and loss (surplus).....		244,939 48
		<u>\$4,816,563 64</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	21,967	268,253	290,220
Number of passengers carried one mile.....	1,575,287	7,290,207	8,865,494
Number of tons of freight carried	168,798	133,037	296,835
Number of tons of freight carried one mile.....	12,027,243	6,681,792	18,709,035
Passenger train mileage			244,219
Freight train mileage.....			214,519
All other train mileage.....			389,760
Total train mileage.....			<u>848,498</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$206,264 37	\$181,154 64	\$135,109 73
Average per passenger carried.....	9174	4518	4656
Average per passenger per mile	03	0147	0153
Average per passenger train per mile.....	1 09	54	55
Freight earnings and expenses (including miscellaneous earnings)	603,198 68	329,164 50	274,029 18
Average per ton of freight carried.....	2 03	1 11	93
Average per ton of freight per mile.....	0322	0175	0147
Average per freight train per mile.....	2 81	1 53	1 28

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first class.....	Cents. 3	Cents. 3	Cents. 3
Average rate received per mile for carrying passengers, second-class	2	2	2
Average rate received per mile for carrying passengers, all classes.....	1.768	2.306	2.202
Average rate received per mile per ton for carrying freight, all classes.....	.941	1.763	1.234

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from Binghamton to Geddes, single track	81.
Second track on main line	31.50
Sidings and turnouts on main line	37.68
Grand total of tracks, sidings and turnouts	150.18
Laid with steel rail, main line	128.83
Average life of rails—steel, 12 years; iron, 6 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 73 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	59	Feet. 2,317

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	1	\$7,000	154,000	15	.....	.....
Locomotives, 6 drivers	9	8,800	148,000	15	.....	.....
Locomotives, 4 drivers	10	9,000	155,000	15	10	.....
Total	20	.....	.....	.....	17	.....
First-class passenger cars	9	\$5,500	54,000	15	9	9
Baggage, mail and express cars	8	2,000	46,000	15	8	8
Total	12	.....	.....	.....	12	12
Box freight cars	486	\$500	25,000	10	.....	46
Stock freight cars	7	503	22,100	10	.....	.....
Flat freight cars	108	485	24,000	10	.....	15
Caboose, 4-wheel cars	4	400	16,000	10	.....	.....
Caboose, 8-wheel cars	5	550	24,000	10	1	.....
Service cars	10	575	4,500	10	1	.....
Total	615	.....	.....	.....	2	61

Passenger cars are equipped with the Westinghouse air brake and Gould, Miller and Dowling coupler.

Wharton and split switches are used on this line.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	81
Length of steel rails laid during year in repairs, miles	7.65
Railroads crossing road at grade	4
Highway crossings at grade without protection	1
Highway crossings at grade protected by gates or flagmen	1
Highway crossings over or under grade	1

Passenger cars are heated by Gold steam-heating apparatus, lighted by oil lamps and ventilated by Creamer and automatic ventilators.

The United States Express and Produce Dispatch do business over this line at about \$4,450 p month.

Pullman's sleeping and parlor cars, owned jointly by Pullman Palace Car Company as Delaware, Lackawanna and Western Railroad Company, are run over this road under agreement with latter company.

The Lackawanna and Great Eastern lines run over this road under agreement with the Delaware, Lackawanna and Western Railroad Company.

This company receives from the government for transportation of mails \$11,600 per annum allotments.

SYRACUSE, BINGHAMTON AND NEW YORK.

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DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Flour	19,041
Grain	18,436
Meats and provisions.....	16,116
Live stock	16,269
Lumber.....	33,473
Pig and bar iron and steel	51,440
Iron or other ores.....	9,865
Coal and coke.....	378
Petroleum and other oils	766
Manufactures.....	58,427
All other merchandises.....	17,850
All other agricultural products.....	17,890
All other articles not included above.....	37,346
Total	296,835

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employees	7	2	9
Others.....	6	6	12
Total	14	8	22

EMPLOYES.

Average number of persons employed (including officials) during the year.....	825
Aggregate amount of salaries and wages paid them during the year	\$392,597 74

Officers of the Company.

Name.	Title.	Official Address
SAMUEL SLOAN	President.....	26 Exchange place, N. Y. city.
FRED F. CHAMBERS	Secretary	26 Exchange place, N. Y. city.
FREDERICK H. GIBBONS	Treasurer	26 Exchange place, N. Y. city.
WM. F. HALSTEAD	General Manager.....	Scranton, Pa.
A. H. SCHWARZ	Superintendent	Syracuse, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
GEORGE BLISS	New York city.
URIEL A. MURDOCK.....	New York city.
ERASTUS F. HOLDEN.....	Syracuse, N. Y.
FREDERICK H. GIBBONS	New York city.
FRED F. CHAMBERS.....	Sommerville, N. J.
BENJAMIN G. CLARKE.....	Jersey City, N. J.
M. TAYLOR PYNE	New York city.
ARTHUR D. CHAMBERS.....	East Orange N. J.
EDWIN R. HOLDEN.....	New York city.
WILLIAM S. SLOAN.....	New York city.

Title of company, The Syracuse, Binghamton and New York Railroad Company.

General offices at Syracuse, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Wednesday in December.

For information concerning this report address Fred F. Chambers, Secretary and Auditor,

2 Exchange place, New York city.

SYRACUSE, GENEVA AND CORNING.

LESSOR.

LESSEE — FALL BROOK COAL COMPANY.

(Date of charter, October 1, 1885.)

The Syracuse, Geneva and Corning Railway Company was formed as of the first day of October, 1885, by the consolidation of the previously existing company of that name (chartered August 27, 1875), and the Penn Yan and New York Railroad Company (chartered August 24, 1877). The lease of the latter company extended from Penn Yan on Lake Kauka, to a connection with the line of the former at Dresden, a distance of 6.48 miles.

The capital stock of the new company was fixed at \$1,325,000, being equal to the aggregate of the two former companies.

The lease of the former Syracuse, Geneva and Corning line to the Fall Brook Coal Company as stated in previous reports, was amended so as to apply, on the same terms, to the new company's line, including the Penn Yan branch.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	13,260	\$1,325,000	.....
Issued for actual cash.....	278	\$27,800	\$27,800
Issued on account of construction	12,972	1,297,200	.....
Total now outstanding.....	13,250	\$1,325,000	\$27,800
Number of stockholders			44

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
*First mortgage	Nov. 15, 1875	30	p.c. 7	May 15, Nov. 15	\$1,000,000	\$774,100
†Second mortgage.....	Mar. 1, 1879	30	5	Mch. 1, Sep. 1	600,000	600,000
Total					\$1,600,000	\$1,374,100

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$254,320 44
Bridges.....	406,587 01
Superstructure (including ties) and rails	1,080,999 72
Land and land damages.....	295,246 06
Fences.....	43,235 70
Passenger and freight stations	62,478 33
Engineering expenses.....	103,297 17
Telegraph line.....	3,310 80
Cost of constructing Penn Yan and New York Railroad	125,000 00
Grand total cost of road.....	\$3,019,255 93

*The first mortgage bond, the original actual issue of which amounted to \$1,000,000, have an accumulating sinking fund of one per cent per annum, under the appreciation of which \$24,100 was taken up during the past year. The whole amount that has been taken up is \$25,000, leaving \$774,100 now outstanding.

†Issued to contractors to pay for construction.

Income Account for Year Ending June 30, 1892.

Rent from Fall Brook Coal Company, lessee.....		\$268,661 38
Interest on deposits, etc.....		1,267 41
Gross income from all sources		\$269,928 79
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$84,819 62	
Taxes on capital stock	2,650 00	
Salaries and office expenses.....	2,280 32	
		89,749 94
Net income from all sources		\$180,178 85
<i>Payments from net income as follows, viz.:</i>		
Dividends declared, 15 per cent on \$1,325,000 common stock		198,750 00
Deficit for year ending June 30, 1892.....		\$18,571 15
General Income Account.		
Deficit for year ending June 30, 1892.....		\$18,571 15
Surplus up to June 30, 1891		401,614 00
Total surplus June 30, 1892		\$388,042 85

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$3,019,953 99
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....		78,962 23
		\$3,098,916 22
LIABILITIES.		
Capital stock		\$1,325,000 00
Funded debt.....		1,374,100 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	16,778 37	
Profit and loss (surplus).....	883,042 85	
		\$3,098,916 22

Description of Road and Equipment.

TRACK.		Miles owned, all in N. Y. State.
Main line laid from Geneva to Corning, single track		57.75
Branches, or other roads, laid single track.....		6.43
Total single track.....		64.18
Sidings and turnouts on main line.....		22.75
Sidings and turnouts on branches or other roads		2.75
Total sidings and turnouts		25.50
Grand total of tracks, sidings and turnouts.....		89.68
Laid with steel rail, main line.....		57.75
Laid with steel rail, branches or other roads.....		6.43
Weight of rails per yard—steel, maximum, 76 lbs.; minimum, 62 lbs.; gauge of track, 4 feet 8 $\frac{1}{4}$ inches; ballasted with gravel and broken stone.		

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	FROM	TO	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.
Penn Yan	Penn Yan, N. Y.	Dresden, N. Y.	6.43	Owned	6.43

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE	
	Number.	Aggregate length.
Iron bridges.....	20	Feet. 8,422
Wooden bridges.....	1	25
Wooden trestles.....	3	473
Total.....	24	8,920

Officers of the Company.

Name.	Title.	Official Address.
GEORGE J. MAGEE.....	President.....	Corning, N. Y.
JOHN LANG.....	Vice-President.....	Corning, N. Y.
EDWIN D. WORCESTER.....	Treasurer.....	Grand Central depot, New York city.
LOUIS P. MILLER.....	Secretary.....	Corning, N. Y.

Directors of the Company.

Name.	Residence.
CHAUNCEY M. DEPEW.....	New York city.
CHARLES C. CLARKE.....	New York city.
SAMUEL F. BARGER.....	New York city.
EDWIN D. WORCESTER.....	New York city.
DWIGHT W. PARDEE.....	Brooklyn, N. Y.
EDWARD V. W. ROSSITER.....	Flushing, N. Y.
JAMES TILLINGHAST.....	Buffalo, N. Y.
GEORGE J. MAGEE.....	Watkins, N. Y.
DANIEL BEACH.....	Watkins, N. Y.
JOHN LANG.....	Watkins, N. Y.
JOHN MAGEE.....	Watkins, N. Y.
ABRAM S. STOTHOFF.....	Watkins, N. Y.
AUSTIN LATHEOP.....	Corning, N. Y.

Title of company, The Syracuse, Geneva and Corning Railway Company.

General offices at Watkins, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address E. D. Worcester, Treasurer, Grand Central depot, New York city.

SYRACUSE, GENEVA AND CORNING.

LESSEE.

* Cost of Equipment.

	Total cost up to June 30, 1892.
Locomotives.....	\$546,851 78
Passenger cars.....	59,670 00
Mail, baggage and express cars.....	33,675 00
Freight and other cars.....	1,422,493 55
Total cost of equipment.....	\$2,062,692 38

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$805,984 15
Less operating expenses (excluding all taxes).....	556,383 89
Gross income from all sources.....	\$249,600 26
<i>Deductions from income as follows, viz.:</i>	
Rentals paid lessor.....	\$268,661 38
Taxes on property used in operation of road, on earnings and capital stock and all other taxes.....	8,970 76
	277,632
Deficit for year ending June 30, 1892.....	\$28,031

DETAILED STATEMENT OF RENTALS.

Paid Syracuse, Geneva and Corning Railway Company one-third of gross receipts (\$805,984 15).....	\$268,661
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* This equipment furnished by other parties and used on the line of this road in connection with the operating of the Pine Creek railway and the Corning, Cowanesque and Antrim rail total number of miles, 233.

Analysis of Gross Earnings and Operating Expenses.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$719,816 49		
Freight, local.....	15,635 43		
Passengers through....	\$4,470 53		
Passengers, local.....	49,451 71		
Mail.....	\$53,922 23		53,922 23
Express.....	4,819 44		4,819 44
	6,265 21		6,265 21
<i>Miscellaneous, as follows, viz.:</i>			
Union News Company.....	\$93 75		
Weighing machines.....	81 42		
Extra baggage.....	810 57		
	985 74		985 74
Storage.....	\$30 00		
Switching.....	5,069 61		5,069 61
		5,069 61	5,069 61
Total gross earnings.....	\$65,942 63	\$740,041 53	\$805,984 15

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$2,450 43	\$36,069 24	\$38,519 66
Steel rails laid 22½ tons; cost....	\$701 40		
Fastenings.....	1,469 82		
	272 60	1,896 62	2,171 22
Repairs of roadbed.....	2,701 01	24,813 20	27,014 21
Repairs of bridges (including culverts and cattle guards).....	207 94	2,092 64	2,300 58
Repairs of stations, shops, docks, etc.....	155 73	1,219 64	1,375 37
Repairs of fences.....	800 35	2,843 18	3,143 53
Other expenses for maintenance of way and structures.....	160 20	1,662 05	1,822 25
Total.....	\$6,248 25	\$60,098 57	\$66,346 82
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$2,816 54	\$45,906 91	\$48,723 45
Repairs of cars.....	4,023 70	34,399 59	38,423 29
Repairs of machinery and tools.....	227 08	3,452 73	3,679 80
Other expenses for maintenance of equipment.....	255 55	3,794 60	4,050 15
Total.....	\$7,322 87	\$92,553 83	\$99,876 69
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$5,723 70	\$53,367 24	\$59,090 94
Wages of engineers and firemen.....	4,880 89	53,893 71	58,699 60
Fuel for locomotives.....	4,518 26	50,582 59	55,201 15
Oil and waste.....	359 60	4,596 68	4,956 28
Water supply.....	221 58	3,116 42	3,338 00
Other train supplies or expenses.....	165 65	2,350 91	2,516 56
Wages of station agents and clerks.....	2,668 72	12,513 31	15,182 03
Wages for labor at stations.....		5,614 14	5,614 14
Station supplies.....	195 24	1,189 54	1,384 78
Wages of watchmen, flagmen and switchmen.....	417 34	9,875 20	10,292 54
Other expenses for conducting transportation.....	203 00	504 76	707 76
Total.....	\$19,137 98	\$199,874 50	\$219,012 48
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$2,260 81	\$23,923 28	\$26,184 04
General office expenses and supplies.....	647 96	2,718 77	3,366 73
Stationery and printing.....	406 31	1,404 11	1,810 42
Outside agencies and advertising.....	180 16	197 45	377 61
Legal expenses.....	175 47	2,361 29	2,536 76
Losses and damage of freight and baggage.....		353 79	353 79
Damage to cattle and property.....	268 59	2,461 35	2,729 97
Injuries to persons.....	893 26	468 87	1,362 13
Telegraph maintenance and operation.....	1,002 60	6,393 66	7,401 26
Fileage of cars of other companies (debit balance).....	3,987 11	121,023 83	125,010 94
Other general expenses.....	165 99	353 26	519 25
Total.....	\$9,471 26	\$161,676 64	\$171,147 90
Grand total operating expenses.....	\$42,180 36	\$514,203 53	\$556,383 89

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	5,285	146,315	151,600
Number of passengers carried one mile	244,892	2,522,653	2,767,545
Number of tons of freight carried	3,354,818	87,469	3,442,287
Number of tons of freight carried one mile	174,591,380	3,286,540	177,877,920
Passenger train mileage			127,936
Freight train mileage			609,987
All other train mileage			49,229
Total train mileage			847,152

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$65,942 62	\$42,180 36	\$23,762 26
Average per passenger carried	43497	27823	15674
Average per passenger per mile	02382	01524	00858
Average per passenger train per mile	51	81	18
Freight earnings and expenses (including miscellaneous earnings)	740,041 53	514,203 53	225,838 00
Average per ton of freight carried	2214	1539	0675
Average per ton of freight per mile	00416	00288	00128
Average per freight train per mile	1 1045	7075	8370

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 1.827	Cents. 1.961	Cents. 1.948
Average rate received per mile per ton for carrying freight, all classes .....	.412	.475	.413

Description of Road and Equipment.

TRACK.	Miles leased, all in N. Y. State.
Main line laid from Corning to Geneva, single track	57.75
Branches or other roads, laid single track	6.48
Total single track	64.18
Sidings and turnouts on main line	29.75
Sidings and turnouts on branches and other roads	2.75
Total sidings and turnouts	25.50
Grand total of tracks, sidings and turnouts	89.68
Laid with steel rail, main line	57.75
Laid with steel rail, branches or other roads	6.43
Weight of rails per yard — Steel, maximum, 76 lbs.; minimum, 62 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.	

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	All in New York State.	Miles laid with steel rail.
Penn Yan branch	Dresden	Penn Yan	6.43	6.

Description of Road and Equipment — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number	Aggregate length.
Iron bridges	20	<i>Feet.</i> 3,422
Wooden bridges	1	26
Wooden trestles	3	475
Total	24	3,923

EQUIPMENT.	Number leased	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	23	170,000	23	.....
Locomotives, 6 drivers	38	148,500	36	.....
Locomotives, 4 drivers	13	128,500	13	.....
Total	74	.....	72	.....
First-class passenger cars	17	.....	17	17
Second-class passenger cars	8	.....	8	5
Baggage, mail and express cars	8	.....	8	8
Total	33	.....	33	30
Box freight cars	496	.....	.....	405
Stock freight cars	25	.....	.....	25
Coal freight cars	3,065	.....	.....	1,329
Flat freight cars	21	.....	.....	.....
Caboose, 4-wheel cars	47	.....	.....	.....
Caboose, 8-wheel cars	1	.....	.....	.....
Service	35	.....	3	.....
Total	3,680	.....	3	1,759

Westinghouse brake and Miller coupler on passenger cars, ordinary hand brake, Ames and Gould patent coupler on freight cars.

Lorenz improved switch on entire line of road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph operated by company, miles	58
Railroads crossing road over or under grade	2
Highway crossings at grade without protection	71
Highway crossings at grade protected by gates or flagmen	2
Overhead obstructions less than twenty feet above track	4

Passenger cars are heated by the Martin anti-fire car heater, lighted by lamps with headlight oil; ventilation in roof of cars.

American Express Company runs over road; pays first-class rates; railroad furnishes cars and keeps same in repair.

The Red Line, Blue Line, White Line, Midland, Nickel Plate Line, Merchants' Despatch Line, West Shore, Hoosac Tunnel Line and South Western Despatch Line, all run over road; cars furnished by the several lines at regular mileage rates; railroad receives a pro rata of a fixed rough rate of freight.

No preference given.

Compensation for transportation of mails fixed by post-office department, for main line, \$539.43 per annum; for branch, \$280.01 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	120,410	3.6
Grain.....	245,748	7.3
Meats and provisions.....	7,762	.2
Live stock.....	1,830	.1
Lumber.....	107,949	3.2
Pig and bar iron and steel.....	39,227	1.2
Iron or other ores.....	79,468	2.3
Coal and coke.....	2,408,209	72.1
Petroleum and other oils.....	11,761	.4
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	25,835	.8
All other manufactures.....	78,209	2.3
All other merchandise.....	62,960	1.9
All other agricultural products.....	83,279	2.5
All other articles not included above.....	69,612	2.1
Total.....	3,342,287	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employees.....	20	2	22
Others.....	1	1	2
Total.....	22	3	25

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 441
 Aggregate amount of salaries and wages paid them during the year..... \$264,830 12

For officers of the lessee company, see Corning, Cowanesque and Antrim, lessee.

Title of lessee company, Fall Brook Coal Company.

General offices at Corning, N. Y.

Date of close of fiscal year, December 31.

For information concerning this report, address John Lang, Treasurer.

TIOGA.

FOR ITSELF AND AS LESSEE OF THE ELMIRA STATE LINE.

(Date of charter, February 28, 1826; reorganized April 6, 1860.)

This company was originally organized under special charter February 28, 1826, as the Tioga Navigation Company. Reorganized April 6, 1860, and the name changed by statute to the Tioga Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash real. on amount outstanding.
	Number of shares.	Total par value.	Number of shares.	Total par value.	
Authorized by law or charter		\$1,000,000			
Issued for actual cash and now outstanding.....	7,894	891,200	3,794	\$189,700	\$580

Grand total of common and preferred stock now outstanding..... \$580
 Number of stockholders

Tioga.

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	When due.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
First mortgage	1852	1915	p.c.				
Third rail. mortgage	1876	1896	5	May & Nov.	\$350,000	\$239,500	\$239,500
Tioga extension, Elmira State line	1876	1896	7	May & Nov.	375,000	125,000	125,000
* Elmira State Line R. R. Co. bonds	1875	1905	7	Apr. & Oct.	265,000	265,000	265,000
.....	1875	1905	7	Apr. & Oct.	160,000	160,000	160,000
Total					\$1,150,000	\$789,500	\$789,500

Cost of Road and Equipment.

+ Grand total cost of road and equipment \$1,474,521 93

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$350,040 97
Less operating expenses (excluding all taxes)	174,729 29
Gross income from all sources	\$175,311 68
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$50,475 00
Rentals	14,794 00
Taxes on property used in operation of road	1,163 38
Taxes on earnings and capital stock	4,634 87
	71,067 25

Surplus for year ending June 30, 1892 \$104,244 43

General Income Account.

Surplus for year ending June 30, 1892	\$104,244 43
Surplus up to June 30, 1891	2,410,139 83
	\$2,514,384 26
Less adjustment of account with New York, Lake Erie and Western Railroad Company	100,000 00
Total surplus June 30, 1892	\$2,414,384 26

DETAILED STATEMENT OF RENTALS.

Elmira State Line Railroad, 7 per cent on \$29,270 stock	\$2,044 00
Arnot and Pine Creek Railroad, 5 per cent on \$255,000 stock	12,750 00
Total amount of rentals deducted from income	\$14,794 00

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$186,581 51		
Freight, local	93,009 80		
		\$279,591 31	\$279,591 31
Passengers, through	\$26,738 76		
Passengers, local	32,633 96		
	\$59,372 72		59,372 72
Mail	4,584 72		4,584 72
Express	2,285 26		2,285 26
Miscellaneous, as follows, viz.:			
rents	\$2,652 25		
miscellaneous	1,554 71		
	4,206 96		4,206 96
Total gross earnings	\$67,740 80	\$282,300 17	\$350,040 97

* Both principal and interest guaranteed by the Tioga Railroad Company.

+ Details of cost of road and equipment can not be furnished. The books of the Tioga Railroad Company came into the possession of the New York, Lake Erie and Western Railroad Company in 1885, and prior to that date the records show no details sufficient to analyze the accounts as required.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses—(Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$9,674 87	\$19,651 56	\$29,326 43
Steel rails laid, 383,576 tons, cost \$9,590.18.			
Repairs of bridges (including culverts and cattle-guards).....	355 27	710 64	1,065 91
Repairs of stations, shops, docks, etc.....	1,415 31	2,908 75	4,323 06
Repairs of fences.....	116 90	233 90	350 80
Other expenses for maintenance of way and structures.....	576 40	1,152 95	1,729 35
Total.....	\$12,188 75	\$24,658 80	\$36,797 55
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$4,047 18	\$9,899 50	\$13,946 68
Repairs of cars.....	4,797 58	4,709 24	9,506 82
Repairs of machinery and tools.....	420 81	841 84	1,262 65
Other expenses for maintenance of equipment.....	1,918 58	3,837 71	5,756 29
Total.....	\$11,184 15	\$19,288 29	\$30,472 44
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$6,626 99	\$17,624 18	\$24,251 17
Wages of engineers and firemen.....	5,306 37	15,438 10	20,744 47
Fuel for locomotives.....	4,039 08	13,543 83	17,582 91
Oil and waste.....	256 93	1,142 53	1,399 45
Water supply.....	545 58	1,091 38	1,636 96
Other train supplies or expenses.....	1,103 07	520 72	1,623 79
Wages of station agents and clerks.....	2,119 31	4,692 72	6,812 03
Wages for labor at stations.....	993 59	3,340 85	4,334 44
Station supplies.....	838 17	1,461 22	2,319 39
Wages of watchmen, flagmen and switchmen.....	168 12	392 30	560 42
Other expenses for conducting transportation.....	281 86	506 63	788 49
Total.....	\$32,308 56	\$60,081 35	\$92,340 41
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$2,268 97	\$4,738 37	\$7,007 34
Stationery and printing.....	267 90	635 89	903 79
Outside agencies and advertising.....	3 25	6 50	9 75
Legal expenses.....	295 75	597 65	893 40
Loss and damage of freight and baggage.....		48 70	48 70
Damage to cattle and property.....	47 67	95 33	143 00
Injuries to persons.....	3,983 30	336 59	4,319 89
Telegraph maintenance and operation.....	1,885 41	5,180 16	7,065 57
Mileage of cars of other companies (debit balance).....	1,559 83	3,205 13	4,764 96
Other general expenses.....	19 32	39 77	59 09
Total.....	\$10,334 90	\$14,783 99	\$25,118 89
Grand total operating expenses.....	\$55,966 36	\$118,762 93	\$174,729 29

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$1,474,521
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies.....	\$1,000 00	
Other permanent investments.....	39,891 90	
		40,891
<i>Current assets, as follows, viz.:</i>		
Due by companies and individuals.....		2,314,002
		<u>\$3,828,916</u>

LIABILITIES.

Capital stock.....	\$580,900 00
Funded debt.....	789,500 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$10,991 66
Dividends unpaid.....	842 00
Accrued rentals of leased lines.....	3,696 50
Elmtra State Line Railroad Company's stock.....	29,300 00
	44,132 16
Profit and loss (surplus)	2,414,384 26
	<u>\$3,598,916 42</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	47,907	114,105	161,312
Number of passengers carried one mile	1,194,164	1,293,787	2,487,951
Number of tons of freight carried.....	447,016	439,423	886,439
Number of tons of freight carried one mile	20,115,933	11,819,336	31,935,161

Passenger train mileage.....			92,563
Freight train mileage.....			167,462
All other train mileage.....			57,584
Total train mileage.....			317,549

ITEM.	Earnings	Expenses	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$67,740 80	\$55,966 36	\$11,774 44
Average per passenger carried	42	347	073
Average per passenger per mile	0278	0296	0047
Average per passenger train per mile.....	73	64	09
Freight earnings and expenses (including miscellaneous earnings)	282,300 17	118,762 93	163,537 24
Average per ton of freight carried.....	82	13	19
Average per ton of freight per mile	0088	0037	0051
Average per freight train per mile.....	1 69	71	98

ITEM. Computed on earnings from carrying passengers and freight only.	Through	Local.	Through and Local.
Average rate received per mile for carrying passengers, first class.....	Cents. 2.247	Cents. 2.522	Cents. 2.391
Average rate received per mile for carrying passengers, second class	1.652		1.652
Average rate received per mile for carrying passengers, all classes.....	2.239	2.522	2.386
Average rate received per mile per ton for carrying freight, all classes .....	.928	.787	.875

Description of Road and Equipment.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line laid from State Line Junction to Hoytville, Pa., single track		42.826	6.503	18.337	6.503	61.163
Branches or other roads laid single track		3.564				3.564
Total single track		46.390	6.503	18.337	6.503	64.727
Sidings and turnouts on main line .....	.896	19.088	1.752	3.534	2.648	22.622
Sidings and turnouts, branches or other roads		1.434				1.434
Total sidings and turnouts .....	.896	20.522	1.752	3.534	2.648	24.066
Grand total of tracks, sidings and turnouts .....	.896	66.912	8.255	21.871	9.151	88.783
Laid with steel rail, main line		42.826	6.503	11.509	6.503	54.335
Laid with steel rail, branches or other roads		3.564				3.564
Laid with iron rail, main line				6.828		6.828

Average life of rails—steel, 12 years; iron, 7 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 63 lbs.; minimum, 60 lbs.; iron, maximum, 66 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8 $\frac{1}{2}$ inches; ballasted with gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Elmira State Line Railroad ..	State Line Junction.	Pa. State Line ..	6.503	6.503	Leased	6.503	
Morris Run Branch	Blossburg, Pa.	Morris Run, Pa. ..		3.564	Owned	3.564	
Arnot and Pine Creek R. R. ..	Arnot Junction, Pa.	Hoytville, Pa.		11.834	Leased	5.006	6.828

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		
Iron bridges			9	1
Wooden bridges	2	175.8	14	1
Wooden trestles	21	1,105.4	65	3
Total	23	1,281.2	88	5

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	2	\$8,500	150,000	1	.....
Locomotives, 6 drivers.....	4	7,500	140,000	.....	.....
Locomotives, 4 drivers.....	3	6,500	130,000	3	.....
Total	9	.....	.....	4	.....
First-class passenger cars	4	\$5,000	.....	4	4
Second-class passenger cars.....	3	3,000	.....	3	3
Baggage, mail and express cars	3	1,500	.....	3	3
Total	10	.....	.....	10	10
Box freight cars	21	\$400	.....	.....	.....
Coal freight cars.....	290	350	.....	.....	.....
Flat freight cars	116	300	.....	.....	10
Caboose, 4-wheel cars	2	500	.....	.....	.....
Service cars	14	500	.....	.....	.....
Total	443	.....	.....	.....	10

Passenger cars are equipped with Westinghouse brake and Janney coupler, freight cars with hand brake and link and pin and Master Car Builders' coupler.

Split switches are used on main track and stub switches for other points.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Telegraph owned and operated by company, miles.....	9.7	68.
Length of steel rails laid during year in repairs, miles	1,028	3,633
Highway crossings at grade without protection	3	73
Highway crossings over or under grade.....	.....	6
Overhead obstructions less than twenty feet above track.....	.....	7

Passenger cars are heated by steam from locomotive, lighted with 300° oil and ventilated by movable sash in clear story and in end doors.

Wells, Fargo & Co.'s Express runs over this line; terms, 40 per cent of earnings.

This company has no contract for carrying mails; service recognized.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,543	.40
Grain	3,087	.42
Meats and provisions	189	.02
Live stock	872	.10
Lumber	100,804	11.37
Iron and bar iron and steel	488	.06
Coal or other ores.....	17	.....
Coal and coke.....	739,361	83.41
Petroleum and other oils	934	.10
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	515	.06
All other manufactures	4,760	.54
All other merchandise	7,551	.85
All other agricultural products.....	8,110	.91
All other articles not included above.....	15,608	1.76
Total.....	886,439	100

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employees.....	14	1	15
Others.....	1	1	2
Total.....	16	2	18

EMPLOYES.

Average number of persons employed (including officials) during the year.....	156
Aggregate amount of salaries and wages paid them during the year.....	\$100,734 72

Officers of the Company.

Name.	Title.	Official Address
JOHN KING.....	President.....	P. O. box 839, New York city.
E. H. THOMAS.....	Vice-President.....	P. O. box 839, New York city.
A. R. MACDONOUGH.....	Secretary.....	P. O. box 839, New York city.
EDWARD WHITE.....	Treasurer.....	P. O. box 839, New York city.

Directors of the Company.

Name.	Residence.
JOHN KING.....	New York city.
J. G. McCULLOUGH.....	New York city.
WILLIAM A. WHEELLOCK.....	New York city.
OGDEN MILLS.....	New York city.
H. H. COOK.....	New York city.
WILLIAM LIBBY.....	New York city.
ANDREW DONALDSON.....	New York city.
GEORGE W. QUINTARD.....	New York city.
H. W. RATHBONE.....	Elmira, N. Y.
F. N. DRAKE.....	Corning, N. Y.

Title of company, Tioga Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in November.

For information concerning this report, address A. R. Macdonough, Secretary, P. O. box 839, New York city.

TROY AND BENNINGTON.

LESSOR.

LESSEE — FITCHBURG.

(Date of charter, May 27, 1861.)

The Troy and Bennington Railroad Company was constructed under a contract for its lease to the Troy and Boston Railroad Company.

This lease was renewed at various dates until the present lease, extending from August, 1873, until the expiration of the present charter, May 27, A. D. 1901, or for and during the periods for which the charter shall be extended or renewed, and is, in fact, a perpetual lease.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	1,508	\$150,800	.....
Issued for actual cash.....	754	\$75,400	.....
Issued on account of construction.....	754	75,400	.....
Total now outstanding.....	1,508	\$150,800	\$150,800

Number of stockholders.....

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage registered bonds	1880	*	6 p c.	Feb. & Aug.	+ \$72,000	\$41,000	\$42,230

Cost of Road.

Total cost up to June 30, 1892.

Grading, masonry and ballast.....	\$129,057 48
Bridges	27,220 14
Superstructure (including ties) and rails	35,196 34
Land, land damages and fences.....	36,571 70
Passenger and freight stations	1,322 00
Engineering expenses and interest and discount charged to construction	7,585 76
Total cost of road	\$236,953 37

Income Account for Year Ending June 30, 1892.

Gross income from rental	\$15,400 00
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Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$2,580 00
Salary of treasurer.....	250 00
Auditing, counsel fees, postage, etc.....	23 08
	2,853 08

Net income from all sources.....	\$12,546 92
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Payments from net income, as follows, viz.:

Dividends declared, 3 per cent on February 2, common.....	\$1,524 00
Dividends declared, 3 per cent on August 2, common.....	4,524 00
	9,048 00

Surplus for year ending June 30, 1892.....	\$3,498 92
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General Income Account.

Surplus for year ending June 30, 1892	\$3,498 92
Surplus up to June 30, 1891.....	44,148 37
Total surplus June 30, 1892.....	\$47,647 29

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$236,953 37
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,493 92
	\$239,447 29
LIABILITIES.	
Capital stock	\$150,800 00
Funded debt.....	41,000 00
Profit and loss (surplus)	47,647 29
	\$239,447 29

Officers of the Company.

Name.	Title.	Official Address.
L. E. GURLEY.....	President.....	Troy, N. Y.
P. H. NEHER.....	Vice-President	Troy, N. Y.
PAUL COOK.....	Secretary and Treasurer.....	Troy, N. Y.

* Payable at various dates; the last due August 2, 1900.

+ Only \$70,000 issued.

REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.

Name.	Residence.
JOHN M. CORLISS	Waterford, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
A. CLARK FELLOWS	Troy, N. Y.
J. FRANKLIN FELLOWS	Troy, N. Y.
L. E. GURLEY	Troy, N. Y.
W. W. WHITMAN	Troy, N. Y.
PHILIP H. NEHER	Troy, N. Y.
WM. H. DOUGHTY	Troy, N. Y.
JAMES H. CARPENTER	Troy, N. Y.
WM. F. GURLEY	Troy, N. Y.
JOHN C. HOUSE	Troy, N. Y.
THOS. VAIL	Troy, N. Y.
PAUL COOK	Lansingburgh, N. Y.

Title of company. Troy and Bennington Railroad Company.

General offices at 514 Fulton street, Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in June.

For information concerning this report address Paul Cook, Secretary and Treasurer.

TROY AND GREENBUSH.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, May 14, 1845.)

Organized under special charter, Laws of New York, 1845, chapter 23.
Road, etc., leased, by durable lease, February 3, 1851, to the Hudson River Railroad Company
and operated by the New York Central and Hudson River Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	5,500	\$275,000
*Issued for part payment of property purchased and now out- standing	5,488	274,400

Cost of Road.

Total cost of road up to June 30, 1892 \$274,400 00

Income Account for Year Ending June 30, 1892.

<i>Gross income from all sources, as follows, viz.:</i>	
Rent from New York Central and Hudson River Railroad Company	\$19,250 00
Dividend on seventy shares of stock of the association	245 00
Gross income from all sources	\$19,495 00
<i>Deductions from income, as follows, viz.:</i>	
Expenses	305 00
Net income from all sources	\$19,290 00
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 7 per cent on \$274,400 common stock	19,208 00
Surplus for year ending June 30, 1892	\$82 00

* Including a ten per cent stock dividend made before 1851.

TROY AND GREENBUSH.

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General Income Account.

Surplus for year ending June 30, 1893.....	\$88 00
Surplus up to June 30, 1891.....	4,320 91
Total surplus June 30, 1893.....	<u>\$4,408 91</u>

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road	\$274,400 00
<i>Other permanent investments, as follows, viz.:</i>	
Stock of the association, seventy shares.....	3,650 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	772 91
	<u>\$278,822 91</u>
LIABILITIES.	
Capital stock.....	\$274,400 00
Profit and loss (surplus)	4,422 91
	<u>\$278,822 91</u>

Officers of the Company.

Name.	Title.	Official Address.
JOSEPH M. WARREN	President	Troy, N. Y.
THOMAS W. LOCKWOOD	Vice-President	Troy, N. Y.
JOHN B. GALE.....	Treasurer and Sec'y..	Williamstown, Mass., or Troy, N. Y.

Directors of the Company.

Name.	Residence.
JOSEPH M. WARREN	Troy, N. Y.
GEORGE H. CRAMER	Troy, N. Y.
THOMAS W. LOCKWOOD	Troy, N. Y.
WILLIAM A. THOMPSON.....	Troy, N. Y.
GEORGE S. THOMPSON	Troy, N. Y.
JOHN I. THOMPSON	Troy, N. Y.
WALTER P. TILMAN	Troy, N. Y.
EDWARD C. GALE.....	Troy, N. Y.
JAMES A. EDDY.....	Troy, N. Y.
JOHN B. GALE	Williamstown, Mass.

Title of company, Troy and Greenbush Railroad Association.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, October.

For information concerning this report address John B. Gale, Treasurer and Secretary, Troy, N. Y., or Williamstown, Mass.

TROY, SARATOGA AND NORTHERN.

LESSOR.

LESSEE — FITCHBURG.

(Date of charter, September 2, 1893.)

Under and in pursuance of an agreement of consolidation entered between the Saratoga Lake Railway Company and the Hoosac Tunnel and Saratoga Railway Company, dated July 12, 1893, and filed and recorded in the office of the Secretary of State on the 2d day of September, 1893. Leased by the Boston, Hoosic Tunnel and Western Railway Company, on the basis of the lease paying all expenses and taxes and to pay over to lessor any surplus remaining. The Fitchburg Railroad Company controls and operates the Boston, Hoosac Tunnel and Western Railway and its leased lines.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	23,000	\$2,300,000	.....
Issued for actual cash and now outstanding....	7,366	726,600	\$726,600

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM H. HOLLISTER.....	President	120 Broadway, New York city.
GEORGE A. TORREY.....	Vice-President	17 State street, Boston, Mass.
AARON T. SMITH.....	Secretary and Treasurer....	120 Broadway, New York city.

Directors of the Company.

Name.	Residence.
JOHN QUINCY ADAMS.	Quincy, Mass.
ROBERT CODMAN	Boston, Mass.
CHARLES T. CROCKER.....	Fitchburg, Mass.
WILLIAM H. HOLLISTER.....	New York, N. Y.
A. C. HOUGHTON	North Adams, Mass.
HENRY C. LAWRENCE	New York, N. Y.
RUDOLPH KEPPLER.....	New York, N. Y.
DAVID P. KIMBALL.....	Boston, Mass.
HENRY S. MARCY.....	Boston, Mass.
AARON T. SMITH.....	Orange, N. J.
E. C. THAYER.....	Keene, N. H.
GEORGE A. TORREY	Boston, Mass.
RODNEY WALLACE	Fitchburg, Mass.

Title of company, Troy, Saratoga and Northern Railway Company.

General offices at 120 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in August.

For information concerning this report, address A. T. Smith, Secretary and Treasurer.

TROY UNION.

LESSOR.

Road operated by the New York Central and Hudson River Railroad Company, the Delaware and Hudson Canal Company, and the Fitchburg Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	800	\$30,000

Income Account for Year Ending June 30, 1892.

This company has no earnings. Its expenses are paid by the New York Central and Hudson River Railroad Company, the Delaware and Hudson Canal Company and the Fitchburg Railroad Company, who use the property in common.

EMPLOYEES.

Average number of persons employed (including officials) during the year.....
Aggregate amount of salaries and wages paid them during the year..... \$45,094 67

Officers of the Company.

Name.	Title.	Official Address.
H. WALTER WEBB.....	President.....	New York city.
ISAAC V. BAKER.....	Vice-President.....	Comstock's Landing, N. Y.
THEODORE VOORHEES.....	Secretary and Treasurer.....	New York city.

Directors of the Company.

Name.	Residence.
H. S. MARCY.....	Boston, Mass.
JOHN ADAMS.....	Boston, Mass.
JOS. CRANDELL.....	Troy, N. Y.
ISAAC V. BAKER.....	Comstock's Landing, N. Y.
H. J. YOUNG.....	Albany, N. Y.
F. A. HARRINGTON.....	Albany, N. Y.
C. D. HAMMOND.....	Albany, N. Y.
H. WALTER WEBB.....	New York city.
W. J. VAN ARSDALE.....	New York city.
THEODORE VOORHEES.....	New York city.
E. V. W. ROSSITER.....	New York city.
IRA A. PLACE.....	New York city.

Title of company, Troy Union Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, October 31.

Date of stockholders' annual meeting, first Monday in November.

For information concerning this report, address Theodore Voorhees, Secretary, Grand Central Depot, New York city.

ULSTER AND DELAWARE.

(Date of charter, May 1, 1875.)

The Rondout and Oswego Railroad Company was organized under the General Railroad Law of the State of New York on the 3d day of April, 1866. By an act of the Legislature of said State, passed May 9, 1872, the said company was authorized to and did change its name to the New York, Kingston and Syracuse Railroad Company. On the 1st day of May, 1875, the property and franchises of the said two companies were sold under mortgage foreclosure to the Farmers' Loan and Trust Company of the city of New York. The Ulster and Delaware Railroad Company was organized under said General Railroad Law on or about the 11th of June, 1875, and the property and franchises so purchased as aforesaid were subsequently conveyed to it. The finances of this company were reorganized in 1889 by a vote of its stock and bondholders on the 14th of June, 1888. A consolidated mortgage was executed by the company on the 10th of June, 1889, to the Central Trust Company of New York, its trustee, to secure \$2,000,000 in consolidated first mortgage bonds, bearing five per cent interest, due June 1, 1928, upon the entire property of the Ulster and Delaware railroad, the Hobart Branch railroad and any additional railroad that might thereafter be acquired by the Ulster and Delaware Railroad Company. The funding scheme and the execution of the mortgage was authorized by more than 90 per cent of the holders of all the stock and bonds in amount, and by the owners of all the stock of the Hobart Branch Railroad Company. The mortgage provides that eight hundred and six thousand (\$806,000) dollars of the consolidated bonds shall be used to retire one million three hundred and forty-two thousand six hundred (\$1,342,600) dollars of income bonds, being the whole amount now outstanding, together with five thousand three hundred and seventy (5,370) full paid shares of the mortgage capital stock, being 60 per cent in new bonds and 40 per cent in stock to acquire the surrender of the outstanding income bonds. The owners of these bonds, except \$7,800, subscribed to the funding scheme, and nearly all at this date have exchanged their income bonds for the new consolidated 5 per cent bonds. The mortgage also provides that two hundred and forty thousand (\$240,000) dollars of these bonds be set apart and used to acquire the surrender and payment of two hundred thousand (\$200,000) dollars of the first mortgage 7 per cent bonds due 1905. The holders of these bonds have all subscribed to the funding scheme and were to make the exchange of their bonds on or before January 1, 1890. The mortgage also provides that two hundred and fifty thousand (\$250,000) dollars of these bonds be set apart, appropriated and used to pay the floating liability of this company. The mortgage also provides that fifty thousand (\$50,000) dollars of these bonds, together with eighty full shares of the mortgage's capital stock, be used to secure the surrender and cancellation of the lease dated May 1, 1885, to the mortgagee from the Hobart Branch Railroad Company, and to acquire the capital stock, fifty thousand (\$50,000) dollars, of the last named company. The bonds and its capital stock have been delivered to the stockholders of the Hobart Branch Railroad Company and its capital stock and the lease cancelled and a new lease made for 999 years at the annual rent of one dollar. The mortgage also provides that fifty thousand (\$50,000) dollars of these bonds be appropriated and used to cause the surrender and satisfaction of a fifty thousand (\$50,000) dollar real estate mortgage, bearing 7 per cent interest. At this date these bonds have not been sold nor the mortgage satisfied.

The mortgage also provides that the balance, not before mentioned, of the two million (\$2,000,000) dollars in bonds authorized, amounting to \$604,000, shall be set apart and used for the purpose of extending the railroad of the mortgagee by construction, purchase or otherwise, or for new equipment or betterments of a permanent character.

Nothing at this date has been done with these bonds; they still remain in the hands of the trust company aforesaid.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	30,000	\$3,000,000
* Issued and now outstanding.....	19,946	1,694,600
Number of stockholders.....	29	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First consolidated mortgage bonds...	June 1, 1888	40	p.c. 5	June 1, Dec. 1	\$2,000,000	\$1,393,000	\$238,935 84
Second mort. income bonds.....	July 1, 1875	30	7	Feb. 1, Aug 1	1,400,000	3,300	.....
Total					\$3,400,000	\$1,396,300	\$238,935 84

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading and masonry		\$31,532 43
Bridges		19,027 61
Superstructure (including ties) and rails.....		85,444 88
Land, land damages and fences	\$3,000 00	304,094 96
Passenger and freight stations	463 60	16,191 39
Engine and car houses		30,322 74
Shops, machinery and tools.....		11,361 66
Fuel and water stations.....		8,735 96
Engineering expenses	18 50	2,873 35
Interest on discount charged to construction.....		61,044 16
Purchase of constructed road		2,023,571 38
Telegraph line		1,225 06
Total cost of road.....	\$2,482 10	\$3,029,632 08
EQUIPMENT.		
Locomotives		\$106,439 80
Passenger cars		72,452 44
Mail, baggage and express cars		8,400 00
Freight and other cars		84,406 32
Total cost of equipment		\$271,698 56
Grand total cost of road and equipment		\$3,301,334 15

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Lands at Rondout, N. Y.	\$2,000 00
New station.....	453 60
Services, civil engineer	15 50
Total.....	\$2,469 10

* Eleven thousand five hundred and twenty-one shares issued to bondholders of the Rondout and Oswego Railroad Company, and 5,425 to retire second mortgage income bonds.

ULSTER AND DELAWARE.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$399,866 98
Less operating expenses (excluding taxes).....	299,871 94
Gross income from all sources.....	\$180,195 00

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$69,650 00
Taxes on property used in operation of road	16,788 05
Taxes on earnings and capital stock.....	972 18
Taxes other than above	58 64
	87,918 89

Surplus for year ending June 30, 1892.....	\$42,276 87
--	-------------

General Income Account.

Surplus for year ending June 30, 1892	\$42,276 87
Surplus to June 30, 1891	303,669 35
	\$345,946 22
Worthless accounts charged to income account during fiscal year.....	237 35
Total surplus June 30, 1892.....	\$345,718 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$245,847 89	\$245,847 89
Passengers, all local.....	\$184,778 18		184,788 53
Mail	8,530 64		8,530 64
Express	9,642 85		9,642 85
Miscellaneous, as follows, viz.:			
Telegraph	446 56	453 44	900 00
Sundries.....	108 08	109 69	217 72
Total gross earnings	\$159,456 11	\$246,410 82	\$399,866 98

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$29,537 71	\$29,992 53	\$59,530 24
Steel rails laid, 335 tons, cost \$10,588.38,			
Repairs of bridges (including culverts and			
cattle-guards)	2,874 12	2,918 88	5,792 50
Repairs of stations, shops, docks, etc.....	6,205 27	6,900 82	13,506 09
Repairs of fences.....	1,453 17	1,475 54	2,928 71
Total	\$40,070 27	\$40,687 27	\$80,757 54

Maintenance of equipment:

Repairs of locomotives.....	\$7,154 36	\$7,264 54	\$14,418 92
Repairs of cars.....	8,786 46	9,182 83	17,918 79
Repairs of machinery and tools	699 18	709 96	1,409 14
Other expenses for maintenance of equipment.	1,198 87	1,217 85	2,416 23
Total	\$17,838 90	\$18,324 18	\$36,163 08

Conducting transportation:

Wages of conductors and men.....	\$11,591 14	\$11,769 63	\$23,360 77
Wages of engineers and firemen.....	10,326 05	10,485 05	20,811 10
Fuel for locomotives.....	19,807 26	20,112 85	39,919 71
Oil and waste.....	1,280 32	1,300 04	2,580 36
Water supply.....	722 08	783 21	1,455 29
Other train supplies or expenses.....	661 07	61 25	1,392 32
Wages of station agents and clerks.....	5,073 44	5,151 56	10,225 00
Wages for labor at stations	4,347 13	4,414 11	8,761 24
Station supplies.....	592 11	608 34	1,207 45
Wages of watchmen, flagmen and switchmen ..	1,081 85	1,098 51	2,180 36
Other expenses for conducting transportation..	1,493 83	1,516 84	3,010 67
Total	\$56,983 88	\$57,860 89	\$114,844 27

Analysis of Gross Earnings and Operating Expenses — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$7,514 64	\$7,630 36	\$15,145 00
General office expenses and supplies	604 69	614 00	1,218 69
Stationery and printing	955 13	960 84	1,916 97
Outside agencies and advertising	261 37	265 41	526 78
Legal expenses	3,587 10	3,622 04	7,209 14
Damage to cattle and property	868 43	881 81	1,750 24
Injuries to persons	292 20	296 79	588 99
Telegraph maintenance and operation	2,624 19	2,664 61	5,288 80
Mileage of cars of other companies (debit balance)	919 91	934 08	1,853 99
Other general expenses	1,200 58	1,219 08	2,419 66
Total	\$18,808 33	\$19,098 02	\$37,906 35
Grand total operating expenses	\$133,700 68	\$135,970 36	\$269,671 04

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$3,029,637 62
Cost of equipment	271,696 56

Current assets, as follows, viz.:

Cash on hand	\$42,854 52
Due by agents	21,067 05
Open accounts	59,819 73
Materials and supplies	45,353 88
	169,115 13
	<u>\$3,470,449 30</u>

LIABILITIES.

Capital stock	\$1,704,000 00
Funded debt	1,396,800 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$5,804 17
Audited vouchers and pay-rolls	28,026 26
	33,830 43
Profit and loss (surplus)	345,718 87
	<u>\$3,470,449 30</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried	230,443
Number of passengers carried one mile	4,808,024
Number of tons of freight carried	168,629
Number of tons of freight carried one mile	5,061,324
Passenger train mileage	133,806
Freight train mileage	123,227
All other train mileage	32,015
Total train mileage	<u>308,134</u>

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$153,456 11	\$133,700 88	\$19,755 23
Average per passenger carried.....	696	6 7	089
Average per passenger per mile.....	6319	02 8	0041
Average per passenger train per mile.....	1 004	874	13
Freight earnings and expenses (including miscellaneous earnings).....	246,410 82	135,970 36	110,440 46
Average per ton of freight carried.....	1 306	721	585
Average per ton of freight per mile.....	0488	0269	0219
Average per freight train per mile.....	2 00	1 10	90

ITEM.

Computed on earnings from carrying passengers and freight only.	All local. Cents.
Average rate received per mile for carrying passengers, all classes.....	2.802
Average rate received per mile per ton for carrying freight, all classes.....	4.867

Description of Road and Equipment.

TRACK.	Miles owned, all in New York State.	Miles leased, all in New York State.	Total miles, all in New York State.
Main line laid from Rondout to Hobart, single track.....	77.61	.....	86.40
Sidings and turnouts on main line.....	14.33	.25	14.58
Total of tracks, sidings and turnouts.....	91.94	9.04	100.98
Laid with steel rail, main line.....	77.61	8.79	86.40
Laid with steel rail, sidings.....	.50	.25	.75
Laid with iron rail, sidings.....	13.83	.....	13.83

Average life of rails — steel, 15 years; average life of ties, 5 years; weight of rails per yard — steel, maximum 70 lbs.; minimum, 60 lbs.; gauge of track, 4 feet $8\frac{1}{2}$ inches; ballasted with broken stone, gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Miles laid with steel rails.
Delaware and Otsego Railroad	Hobart	Bloomville	8.79	8.79

BRIDGES.

	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	1	Feet. 230
Wooden bridges.....	48	2,505
Wooden trestles.....	17	684
Total.....	66	3,409

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	6	\$10,000	149,000	12	8	.....
Locomotives, 4 drivers	11	9,000	120,000	12	10	.....
Total	17	.....	.....	.....	18	.....
First-class passenger cars.....	17	\$4,800	39,000	15	17	17
Second-class passenger cars.....	4	3,000	37,000	15	4	4
Baggage, mail and express cars.....	7	2,700	32,000	12	7	7
Total	28	.....	.....	.....	28	28
Box freight cars.....	61	\$410	17,800	10	.....	.....
Stock freight cars	8	365	17,000	10	.....	.....
Coal freight cars	32	414	16,800	13	.....	.....
Flat freight cars.....	165	375	16,000	8	.....	.....
Caboose, 4-wheel cars	4	150	10,000	16	.....	.....
Caboose, 8-wheel cars (milk).....	11	1,410	28,000	12	11	11
Service cars.....	17	50	500	5	.....	.....
Total	298	.....	.....	.....	11	11

Passenger cars are equipped with Westinghouse air brake and Miller coupler. Freight cars with ordinary link and pin coupler and hand-brake.
Stub and split switches are both used on road, but split switches are being substituted for stub switches.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph line owned and operated by company, but leased to Western Union Telegraph Company for thirty years, miles.....	16
Cost of real estate now held by company, exclusive of that used in operation...	\$11,153 46
Length of steel rails laid during year in repairs, miles	3
Railroads crossing road at grade	1
Highway crossings at grade without protection.....	70
Highway crossings at grade protected by gates or flagmen.....	7
Highway crossings over or under grade	12
Overhead obstructions less than twenty feet above track.....	5

Passenger cars are heated by Spear's car-heater, lighted by oil lamps and ventilated by ventilators in deck-roof and over doors.

American Express Company runs over this line; has no special contract.

Wagner parlor and sleeping cars run over this road during the summer months only, without compensation. No additional charge to regular passenger rates.

No freight or transportation companies run over this road.

Compensation for transportation of mails to June 30, 1893, \$8,536 03 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	3,016	1.39
Grain	26,074	13.28
Meats and provisions	1,676	.88
Live stock	1,632	.87
Lumber	24,507	13.04
Pig and bar iron and steel	536	.29
Coal and coke.....	17,350	9.19
Petroleum and other oils	1,334	.68
Manufactures.....	24,333	13.15
All other merchandise.....	7,054	3.74
All other agricultural products.....	23,084	12.34
All other articles not included above	57,232	30.33
Total.....	188,639	100

ULSTER AND DELAWARE.

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NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	1	1	2
Others, not passengers.....	2	1	3
Total	3	2	5

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 309
 Aggregate amount of salaries and wages paid them during the year..... \$160,104 34

Officers of the Company.

Name.	Title.	Official Address.
EDWIN YOUNG.....	President.....	Rondout, N. Y.
ROBERT C. PRUYN.....	Vice-President.....	Albany, N. Y.
THOMAS C. HOORNBECK.....	Treasurer.....	Rondout, N. Y.
SAMUEL G. DIMMICK.....	Secretary.....	Rondout, N. Y.
JAMES H. JONES.....	General Superintendent.....	Rondout, N. Y.
N. A. SIMS.....	General Freight and Pass. Agt.....	Rondout, N. Y.
R. B. JONES.....	Auditor.....	Rondout, N. Y.

Directors of the Company.

Name.	Residence.
EDWIN YOUNG.....	Albany, N. Y.
HORACE G. YOUNG.....	Albany, N. Y.
ROBERT C. PRUYN.....	Albany, N. Y.
ALFRED VAN SANTVOORD.....	New York city.
J. D. LAYNG.....	New York city.
CHARLES C. CLARKE.....	New York city.
WILLIAM A. READE.....	New York city.
JOSEPH CORNELL.....	New York city.
SAMUEL G. DIMMICK.....	Kingston, N. Y.
ALVAH S. STAPLES.....	Kingston, N. Y.
THOMAS C. HOORNBECK.....	Kingston, N. Y.
HENRY C. SOOP.....	Kingston, N. Y.
DAVIS WINNIE.....	P. O. address "The Corner," N. Y.

Title of company, Ulster and Delaware Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year June 30.

Date of stockholders' annual meeting first Tuesday after first Monday in December.

For information concerning this report, address J. H. Jones, General Superintendent.

UNION.

LESSOR

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 20, 1851.)

The Union Railroad Company was organized under and in pursuance of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad companies and to regulate the same," passed April 2, 1850. The articles of association were filed and recorded in the office of Secretary of State of New York, at the city of Albany, January 20, 1851.

The Union railroad was constructed to form a connection between the northerly terminus of the Paterson and Ramapo railroad, in the boundary line between the States of New Jersey and New York, and the New York and Erie railroad at Suffern's Station, in the town of Ramapo, county of Rockland and State of New York. The Union railroad was leased by the Union Railroad Company September 10, 1852, to the New York and Erie Railroad Company, and has ever since been operated and wholly maintained by the latter company and its successors (now the New York, Lake Erie and Western Railroad Company), under said lease and as a part of its main line. The lease does not provide that expenditures made by the lessee for additions and betterments are to be refunded to such lessee. The cost of construction of the Union railroad, including lands, right of way, superstructure, one single iron track and all expenses, was \$50,000, which was furnished and advanced by the Paterson and Ramapo Railroad Company, to which company the Union Railroad Company transferred the said lease, and the rents are paid to the Paterson and Ramapo Railroad Company.

The Union Railroad Company has no receipts and makes no disbursements, and the Union railroad being operated and maintained by the New York, Lake Erie and Western Railroad Company under said lease and as a part of its main line, this company has no knowledge and can make no report of the maintenance or operation thereof, nor of any matters not stated in this report.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$50,000	\$50,000

Cost of Road.

Total cost of road up to June 30, 1892 \$50,000

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		50,000
LIABILITIES.		
Capital stock		50,000

Officers of the Company.

Name.	Title.	Official Address.
JACOB S. ROGERS.....	President.....	44 Exchange place, N. Y. city.
JOHN HOPPER.....	Secretary and Treasurer....	Paterson, N. J.

Directors of the Company.

Name.	Residence.
JACOB S. ROGERS.....	New York city.
COLUMBUS B. ROGERS.....	New York city.
HENRY C. STIMSON.....	New York city.
FREDERICK J. STIMSON.....	New York city.
LEWIS A. STIMSON.....	New York city.
W. BAYARD BROWN.....	New York city.
R. FULTON CUTTING.....	New York city.
W. BAYARD CUTTING.....	New York city.
WILLIAM PENNINGTON.....	New Jersey.
ROBERT S. HUGHES.....	New Jersey.
HENRY V. BUTLER.....	New Jersey.
JOHN HOPPER.....	New Jersey.
JOHN HAVRON.....	New Jersey.

Title of company, The Union Railroad Company.
 General offices at 44 Exchange place, New York city.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, June 30.
 For information concerning this report, address John Hopper, Secretary U. R. Co.,
 Paterson, N. J.

UNION TERMINAL.

LESSOR.

LESSEE — WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, June 12, 1884.)

This road is operated by the Western New York and Pennsylvania Railroad Company, and this company respectfully refers to the report of that company in whose statements the operations of this road are included.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	10,000	\$1,000,000 00	
Issued for property and now outstanding.....	8,025	802,500 00	\$82,500 00

UNION TERMINAL.

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding and cash realized on same.
			Rate.	When payable.		
First mortgage bonds.....	June 12, 1884	30	p.c. 6	Jan. and July	\$2,000,000	\$1,000,000

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL G. DE COURSEY.....	President.....	242 South Third st., Philadelphia, Pa.
NICHOLAS THOURON.....	Vice-President.....	242 South Third st., Philadelphia, Pa.
FRANKLIN S. BUELL.....	Secretary and Treasurer.....	84 Exchange st., Buffalo, N. Y.
JOHN F. REYNOLDS.....	Auditor.....	84 Exchange st., Buffalo, N. Y.
ROBERT BELL.....	Gen'l Superintendent.....	84 Exchange st., Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DE COURSEY.....	Philadelphia, Pa.
NICHOLAS THOURON.....	Philadelphia, Pa.
F. S. BUELL.....	Buffalo, N. Y.
FRANK RUMSEY.....	Buffalo, N. Y.
JOHN F. REYNOLDS.....	Buffalo, N. Y.
R. BELL.....	Buffalo, N. Y.
E. T. JOHNSON.....	Buffalo, N. Y.
J. A. FELLOWS.....	Buffalo, N. Y.
R. D. MCCRARY.....	Buffalo, N. Y.
E. G. T. ADAMS.....	Buffalo, N. Y.
J. H. POOLE.....	Buffalo, N. Y.
M. K. LEWIS.....	Buffalo, N. Y.
R. L. MANNING.....	Buffalo, N. Y.

Title of company, Union Terminal Railroad Company.

General offices at 84 Exchange street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address John F. Reynolds, Auditor.

UNITED STATES AND CANADA.

OPERATED BY GRAND TRUNK.

(Date of charter, May 17, 1888.)

Company formed by the consolidation of the United States and Canada Railroad Company, incorporated under the Laws of the State of New York, May 26, 1883, and the Massena Springs and Fort Covington Railroad Company incorporated under the Laws of the State of New York, September 12, 1884.

The line is operated by the Grand Trunk Railway Company under an agreement dated September 27, 1888.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	9,300	\$240,000
Issued on account of construction and now outstanding.....	8,357	208,925

Number of stockholders

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	Jan. 1, 1889	21	p c.	Jan. and July	\$350,000	\$325,000	\$325,000
Second mort. bds....	Mar. 19, 1891	19	* 5	.....	208,470	208,470	208,470
Total.....	.....	.....	.....	.....	\$558,470	\$493,470	\$493,470

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Land and land damages .....	.....	\$90,347 48
Fences, passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations, engineering expenses, interest and discount charged to construction, road built by contract, purchase of constructed road, telegraph line, wharfing.....	\$2,304 19	556,778 80
Total cost of road.....	\$2,304 19	\$647,126 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$8,399 31
Less operating expenses (excluding all taxes).....	11,253 12
Net loss from operation.....	\$2,853 81
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$11,250 00
Interest on unfunded debt	729 01
Taxes on property used in operation of road.....	2,094 28
Taxes on earnings and capital stock.....	313 98
	14,326 77
Deficit for year ending June 30, 1892 (paid by lessee).....	\$17,190 58

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$2,342 48		
Freight, local.....	2,666 09		
Passengers, through	\$1,359 14		
Passengers, local.....	1,337 58		
Express	\$2,716 72		2,716 72
Miscellaneous	500 00		500 00
	164 02		164 02
Total gross earnings	\$3,380 74	\$5,008 57	\$8,389 31

* Nominal.

UNITED STATES AND CANADA.

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Analysis of Gross Earnings and Operating Expenses—(Continued).
OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$45 24	\$112 14	\$157 38
Repairs of roadbed.....	985 43	2,442 15	3,427 58
Repairs of bridges (including culverts and cattle guards).....	120 96	299 78	420 74
Repairs of stations, shops, docks, etc.....	5 75	14 25	20 00
Other expenses for maintenance of way and structures.....	82 73	205 02	287 75
Total.....	\$1,240 11	\$3,073 34	\$4,313 45
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$172 90	\$429 88	\$602 78
Repairs of cars.....	183 12	465 31	638 43
Repairs of machinery and tools.....	5 00	12 43	17 43
Total.....	\$361 02	\$897 62	\$1,258 64
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$487 96	\$1,085 07	\$1,523 05
Wages of engineers and firemen.....	217 14	539 88	757 02
Fuel for locomotives.....	396 64	966 20	1,382 84
Oil and waste.....	5 18	12 75	17 93
Water supply.....	14 10	35 06	49 16
Other train supplies or expenses.....	52 17	129 29	181 46
Wages of station agents and clerks.....	860 52	868 48	1,729 00
Station supplies.....	96 63	239 49	336 12
Other expenses for conducting transportation..	17 10	42 40	59 50
Total.....	\$1,597 41	\$3,963 62	\$5,561 03
<i>General expenses:</i>			
Telegraph maintenance and operation.....	\$34 50	\$85 50	\$120 00
Grand total operating expenses.....	\$3,233 04	\$8,020 08	\$11,253 12

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$647,126 28
<i>Current assets, as follows, viz.:</i>		
Open accounts.....		2,687 15
		<u>\$649,813 43</u>
LIABILITIES.		
Capital stock.....		\$308,925 00
Funded debt.....		439,470 00
<i>Current liabilities, as follows, viz.:</i>		
Open accounts.....		7,418 43
		<u>\$649,813 43</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	6,088	3,679	9,767
Number of passengers carried one mile.....	53,261	65,229	118,500
Number of tons of freight carried.....	23,756	2,945	26,701
Number of tons of freight carried one mile....	514,635	36,142	550,997
Passenger train mileage.....	.....	.....	1,432
Freight train mileage.....	.....	.....	1,940
All other train mileage.....	.....	.....	12,606
Total train mileage.....			15,978

REPORT OF THE RAILROAD COMMISSIONERS.

Traffic and Mileage Statistics — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$3,880 74	\$3,283 04	\$147 70
Average per passenger carried.....	2783	.....	.....
Average per passenger per mile.....	0229	.....	.....
Average per passenger train per mile.....	73	.....	.....
Freight earnings and expenses (including miscellaneous earnings)	5,008 57	8,020 08	Loss, \$3,011 51
Average per ton of freight carried.....	1876	.....	.....
Average per ton of freight per mile.....	0091	.....	.....
Average per freight train per mile.....	44	.....	.....

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.55	Cents. 2.06	Cents. 2.29
Average rate received per mile per ton for carrying freight, all classes.....	.45	7.09	.91

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid from International boundary to Massena Springs, single track....	22.18
Sidings and turnouts on main line .....	.89
Total of tracks, sidings and turnouts.....	23.07
Laid with steel rail, main line.....	23.07

Weight of rails per yard — steel, 55 lbs.; gauge of track, 4 feet 8½ inches.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges.....	4	Feet. 417
Wooden trestles.....	9	781
Total.....	13	1,198

Passenger cars run by the Grand Trunk Railway Company over the road are equipped with Westinghouse air brake and Miller draw bar. Freight cars with ordinary class brake, Safford draw bar.

Ordinary switches used on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Highway crossings at grade without protection.....	21

Passenger cars run over road are heated by Martin and consolidated system; lighted with mineral seal oil, 300 degrees fire test, and ventilated by ratchet and drop sash, elevated roof and drop sash in end.

Express conducted by lessees.

The United States government pays for transportation of mails \$500 per annum, and provides messenger service at Bombay and Helena.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	390	1.46
Grain	561	2.10
Meats and provisions	5,482	20.46
Live stock	639	2.40
Lumber	752	2.93
Coal and coke	11,062	41.43
Petroleum and other oils	153	.56
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	572	2.14
All other manufactures	350	1.31
All other merchandise	690	2.32
All other agricultural products	1,215	4.55
All other articles not included above	4,896	18.34
Total	26,701	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	1	1	2
Others, not passengers	1	.....	1
Total	2	1	3

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 20
 Aggregate amount of salaries and wages paid them during the year \$7,492 28

Officers of the Company.

Name.	Title.	Official Address.
S. W. FOSTER.....	President.....	Fort Covington, N. Y.
J. Y. CAMERON.....	Secretary.....	Fort Covington, N. Y.
R. WRIGHT.....	Treasurer.....	Montreal, Canada.
E. P. HANNAFORD.....	Chief Engineer.....	Montreal, Canada.

Directors of the Company.

Name.	Residence.
S. W. FOSTER.....	Fort Covington, N. Y.
WM. GILLIS	Fort Covington, N. Y.
D. E. DINNEEN	Fort Covington, N. Y.
WM. WAINWRIGHT	Montreal, Canada.
FRANCIS SHIELDS	Bombay, N. Y.
RUFUS T. ELDRID	Bombay, N. Y.
A. M. MEARS	Helena, N. Y.
W. R. STEARNS	Massena, N. Y.
J. O. BRYDGES	Massena, N. Y.
H. H. PADDOCK	Massena, N. Y.
W. H. CLARK	Massena, N. Y.
O. McFADDEN	Massena, N. Y.
J. L. HYDE	Massena, N. Y.

Title of company, United States and Canada Railroad Company.

General offices at Montreal, Canada.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Wednesday in May.

For information concerning this report, address Robert Wright, Treasurer.

UTICA AND BLACK RIVER.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURG.

OPERATED BY NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, January 29, 1866.)

The Utica and Black River Railroad Company was originally organized under the General Railroad Law and acts amendatory thereof, May 9, 1861; the road was completed and in operation from Utica to Philadelphia, N. Y., its northern terminus, in February, 1873.

In August, 1883, this company was consolidated with the Black River and Morristown Railroad Company, and on the 29th of January, 1886, articles of agreement were entered into by and between the Utica and Black River, the Ogdensburg and Morristown and the Clayton and Theresa Railroad Companies, whereby the three companies named should be consolidated or merged into one new company, under the corporate name of the Utica and Black River Railroad Company. These articles were duly ratified and confirmed by the stockholders of the respective companies at special meetings thereof called for the purpose of taking the same into consideration, as provided in chapter 917, Laws of 1869.

This road and equipment was leased to and operated by the Rome, Watertown and Ogdensburg Railroad Company, by virtue of and in pursuance of an agreement entered into and executed April 14, 1886; which agreement includes the operation of the entire road of the Utica and Black River Railroad Company, and also the Carthage, Watertown and Sackett's Harbor Railroad. Sublet and transferred to New York Central and Hudson River Railroad Company March 14, 1891.

The last-named company assuming all the agreements and obligations of the former.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	80,000	\$3,000,000	.....
Issued for actual cash.....	15,082	\$1,503,300	\$1,515,300 60
Issued on account of construction.....	7,198	719,800	617,829 22
Total now outstanding.....	22,280	\$2,223,000	\$2,133,029 22

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on am't outstanding.
			Rate.	When payable.			
*First mort. gold bds Black River and Morristown first mort. bonds.....	May 1, 1890	32	P.C. 4	Jan. & July	\$2,000,000	\$1,300,000	.....
Clayton and Theresa first mort. bonds..	Jan. 1, 1874	20	7	Jan. & July	500,000	500,000	\$461,400 5
	July 1, 1873	25	7	Jan. & July	200,000	200,000	\$27,132 1
Total.....	\$2,700,000	\$2,000,000

* Exchanged for matured bonds.

UTICA AND BLACK RIVER.

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Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast		\$1,942,184 47
Bridges		135,186 47
Superstructure (including ties)		291,964 46
Balls		355,385 22
Land and land damages		317,855 73
Fences		111,587 13
Passenger and freight stations		114,830 09
Engine and car houses		34,363 53
Shops, machinery and tools		44,301 87
Fuel and water stations		3,934 64
Engineering expenses		127,966 79
Purchase of constructed road		314,000 00
Telegraph line		15,750 00
Wharfing		4,500 00
Total cost of road		<u>\$3,742,650 25</u>

EQUIPMENT.		
Locomotives		\$246,761 39
Passenger cars		104,000 00
Mail, baggage and express cars		22,174 01
Freight and other cars		252,636 75
Total cost of road and equipment		<u>\$635,572 15</u>
Grand total cost of road and equipment		<u>\$4,368,222 40</u>

Income Account for Year Ending June 30, 1892.

Received from lessee for expenses	\$4,500 00
<i>Deductions from income, as follows, viz.:</i>	
Current expenses	3,541 25
Surplus for year ending June 30, 1892	<u>\$958 75</u>

General Income Account.

Surplus for year ending June 30, 1892	\$958 75
Surplus up to June 30, 1891	196,063 65
Total surplus June 30, 1892	<u>\$197,021 40</u>

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$3,742,650 25
Cost of equipment		635,572 15
<i>Other permanent investments, as follows, viz.:</i>		
Bonds on hand		750,000 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$779 56	
Open accounts	1,019 44	
		<u>1,799 00</u>
		<u>\$5,190,021 40</u>
LIABILITIES.		
Capital stock		\$2,228,000 00
Funded debt		2,700,000 00
Profit and loss (surplus)		197,021 40
		<u>\$5,190,021 40</u>

Officers of the Company.

Name.	Title.	Official Address.
JOHN THORN	President	Utica, N. Y.
JOHN F. MAYNARD	Vice President	Utica, N. Y.
CHARLES PARSONS, JR.	Second Vice-President	New York city.
EDWIN PARSONS, 3d.	Treasurer and Secretary	New York city.

REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.		
Name.		Residence.
JOHN THORN.....		Utica, N. Y.
JOHN F. MAYNARD.....		Utica, N. Y.
WILLIAM M. WHITE.....		Utica, N. Y.
CHARLES PARSONS.....		New York city.
CHARLES PARSONS, JR.....		New York city.
EDWIN PARSONS.....		New York city.
GEORGE PARSONS.....		New York city.
CLARENCE S. DAY.....		New York city.
WILLIAM LUMMIS.....		New York city.
WALTER FERGUSON.....		New York city.
CHAUNCEY M. DEPEW.....		New York city.
H. WALTER WEBB.....		New York city.
One vacancy.		

Title of company, The Utica and Black River Railroad Company.

General offices at Utica, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address John Thorn, President.

UTICA, CHENANGO AND SUSQUEHANNA VALLEY.

LESSOR.

LESSEE—DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, January 11, 1866.)

Organized under General Railroad Law.

Opened twelve miles in 1867; thirty-one miles in 1868; thirteen miles in 1869; eleven miles in 1870; one mile in 1871; thirty miles in 1872.

Operated by the Delaware, Lackawanna and Western Railroad Company under lease dated April 9, 1870, and continuing during charter; consideration being six per cent on the stock, payable semi-annually.

Operations are included in lessee's report.

Capital Stock.

	COMMON	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	40,000	\$4,000,000

Number of stockholders..... 904

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1880
Grading, masonry, and ballast.....		\$1,328,444 25
Bridges.....		204,780 75
Superstructure (including ties) and rails.....		1,440,885 97
Land, land damages and fences.....		549,828 00
Passenger and freight stations.....		114,084 70
Engine and car houses.....		62,085 84
Shops, machinery and tools.....		25,476 51
Engineering expenses.....		271,475 77
* Interest and discount charged to construction.....		4,98 59
Total cost of road.....		\$3,994,001 18
EQUIPMENT.		
Locomotives.....		\$122,91 00
Passenger cars, mail, baggage and express cars, freight and other cars.....		255,51 00
Total cost of equipment.....		\$378,42 00
Grand total cost of road and equipment.....		\$4,372,42 18

* Credit.

UTICA, CHENANGO AND SUSQUEHANNA VALLEY.

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Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Rentals paid by lessee directly to stockholders, twelve months' interest on stock, \$940,000 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road \$3,994,006 16
Cost of equipment 228,478 64
\$4,222,478 64

LIABILITIES.

Capital stock \$4,000,000 00

Current liabilities, as follows, viz.:

Due lessee for advances 222,478 64
\$4,222,478 64

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN	President.....	New York city.
EDWARD R. HOLDEN	Vice-President	New York city.
FRED F. CHAMBERS	Secretary	New York city.
FREDERICK H. GIBBENS	Treasurer	New York city.
WILLIAM F. HALLSTRAED	General Manager	Scranton, Pa.
A. C. SALISBURY	Superintendent	Utica, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
E. R. HOLDEN	New York city.
D. B. GOODWIN	Waterville, N. Y.
M. C. COMSTOCK	Utica, N. Y.
DANIEL CONGER	Waterville, N. Y.
FREDERICK H. GIBBENS	New York city.
SOLOMON GRIFFITH	Roseville, N. J.
FRED. F. CHAMBERS	Somerville, N. J.
M. TAYLOR PYNE	New York city.
ARTHUR D. CHAMBERS	East Orange, N. J.

Title of company, Utica, Chenango and Susquehanna Valley Railroad Company.

General offices at Utica, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address Fred F. Chambers, Secretary and Auditor, 26 Exchange place, New York city.

UTICA, CLINTON AND BINGHAMTON.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

OPERATED BY NEW YORK, ONTARIO AND WESTERN.

(Date of charter, March 25, 1868.)

The Utica City Railroad Company was organized August 13, 1862. Permission granted to lay the rails in the streets of the city October 29, 1862, and horse cars were run to New Hartford December 5, 1863, and to Whitesboro June 3, 1866. The corporate name of the company was changed to Utica and Waterville Railroad Company April 13, 1864, and (owing to a change of route) again changed July 5, 1867, to the Utica, Clinton and Binghamton Railroad Company, which changes were authorized by legislative action at or near the dates mentioned. The steam road of this company, from Utica to Smith's Valley, was leased in December, 1873, to the New York and Oswego Midland Railway Company, which lease (after the failure of the old New York, Midland and Oswego Railway Company), to wit: November 4, 1875, was assumed by the Delaware and Hudson Canal Company, who were guarantors of the original lease; and the road is now operated by the New York, Ontario and Western Railroad Company. On the first day of December, 1886, the street surface roads owned by this company were leased to the Utica Belt Line Street Railroad Company, including all the appurtenances and fixtures, and that department (horse cars) is now operated and controlled by that company. NOTE.—For report of operations of horse car department, see report of Utica Belt Line Street Railroad Company in subsequent part of this volume of the Report of the Railroad Commissioners.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	10,000	\$1,000,000
*Issued on account of construction and now outstanding		\$49,285

Number of stockholders 267

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Utica, Clinton and Binghamton R. R. Co., first mort.	July 1, 1889	50	5	+	\$800,000	\$800,000	\$800,000

Cost of Road.

	Total cost up to June 30, 1892.
† Total cost up to June 30, 1890	\$1,639,285 00
Bridge overcrossing New York Central tracks	51,251 40
Total cost of road	\$1,690,536 40

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Interest	\$69 36
Conscience money	30 00
Rent of land	15 00
Rent of surface road	15,000 00
Rent of steam road	61,500 00
Gross income from all sources	\$76,614 36

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$40,000 00
Taxes on earnings and capital stock	827 97
Law expenses	200 00
Salaries	750 00
Paid Co.'s notes	2,800 00
Contingent expenses	20 00
Five per cent to city of Utica	10,000 00
Interest on note	57 40
	54,655 37
Net income from all sources	\$21,958 99

Payments from net income, as follows, viz.:

Dividends declared, 3½ per cent on \$649,000 common stock	22,716
Deficit for year ending June 30, 1892	\$759

* Two hundred thousand dollars of this was issued to the city of Utica, guaranteed 5 per cent for municipal aid.

† Not reported.

‡ This includes both surface street and steam roads. No separate account was ever during construction.

UTICA, CLINTON AND BINGHAMTON.

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General Income Account

Deficit for year ending June 30, 1899	\$756 01
Surplus up to June 30, 1891.....	53,473 51
* Total surplus June 30, 1892.....	<u>\$54,399 52</u>

DETAILED STATEMENT OF RENTALS.

Steam road is leased to Delaware and Hudson Canal Company, perpetual.....	\$61,500 00
Payable June 29 and December 29 each year.	
Street surface roads leased to Utica Belt Line Street Railroad Company for.....	15,000 00
Payable January 1 and July 1, in advance.	

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$1,639,285 00
Cost of equipment.....	51,281 40

Current assets, as follows, viz.:

Cash on hand.....	\$12,928 12
Due by agents (coupons).....	20,000 00
Open accounts (due city of Utica).....	5,000 00
	<u>87,928 12</u>
	<u>\$1,728,494 52</u>

LIABILITIES.

Capital stock.....	\$849,285 00
Funded debt.....	800,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$20,000 00
Sundries, city of Utica, five per cent.....	5,000 00
	<u>25,000 00</u>
Profit and loss (surplus).....	54,309 52
	<u>\$1,728,494 52</u>

Officers of the Company.

Name.	Title.	Official Address.
JAMES I. SCOLLARD.....	President.....	Clinton, N. Y.
GEORGE B. PHELPS.....	Vice-President.....	Deceased.
ROBERT S. WILLIAMS.....	Secretary and Treasurer.....	Utica, N. Y.

Directors of the Company.

Name.	Residence
JAMES I. SCOLLARD.....	Clinton, N. Y.
EUGENE B. WOOLWORTH.....	Clinton, N. Y.
ELLIOTT S. WILLIAMS.....	Clinton, N. Y.
ALBERT N. SHELTON.....	Hamilton, N. Y.
FRANK D. BEBEE.....	Hamilton, N. Y.
JOHN W. LIPPITT.....	Solsville, N. Y.
ALLEN W. REYNOLDS.....	Oriskany Falls, N. Y.
ALLEN CARTER.....	Madison, N. Y.
JOHN THORN.....	Utica, N. Y.
WM. M. STORRS.....	Utica, N. Y.
GEO. W. ADAMS.....	Utica, N. Y.
ROBERT S. WILLIAMS.....	Utica, N. Y.
GEORGE A. PHELPS (deceased).	

the of company, Utica, Clinton and Binghamton Railroad Company.

General offices at Utica, N. Y.

date of close of fiscal year, December 31.

date of stockholders' annual meeting, third Wednesday in January.

For information concerning this report, address R. S. Williams, Secretary, No. 157 Genesee street, Utica, N. Y.

Wrong, but so reported; see, also, Balance Sheet below.— R. R. Commissioners.

VALLEY.

LESSOR.

LESSEE—DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, March 4, 1869.)

Organized under General Railroad Law.
 Opened in 1870.
 Operated by the Delaware, Lackawanna and Western Railroad Company under lease dated April 15, 1869.
 Continuing during charter, consideration being five per cent on the stock, payable semi-annually and interest on the bonds.
 Advances made by lessee for construction purposes are repaid in stock or bonds.
 Operations are included in lessee's report.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON	
	Number of shares.	Total Par value.
Authorized by law or charter.....	7,500	\$750,000
Issued for actual cash	590	\$59,000
Issued on account of construction.....	6,910	\$691,000
Total now outstanding	7,500	\$750,000

Number of stockholders..... 74

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* First mortgage.....	Aug. 1, 1881	30	p.c. 5	Feb. & Aug.	\$500,000	\$400,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Grading, masonry and ballast		\$337,222 05
Bridges.....		145,687 72
Superstructure (including ties and rails).....		262,872 19
Land, land damages and fences.....		23,264 35
Passenger and freight stations.....		5,052 59
Engineering expenses.....		23,872 54
Telegraph line.....		285 78
Total cost of road		\$1,100,880 46
EQUIPMENT.		
Freight and other cars		20,000 00
Grand total cost of road and equipment		\$1,120,880 46

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rental paid by lessee directly to stock and bondholders:		
Twelve months' interest on stock	\$37,500 00	
Twelve months' interest on bonds	20,000 00	
		\$57,500 00

* Issued and delivered to lessee at par for advances made.

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$1,100,620 45
Cost of equipment	60,000 00
	<u>\$1,160,620 45</u>
LIABILITIES.	
Capital stock	\$750,000 00
Funded debt	400,000 00
Due lessee for advances	10,620 45
	<u>\$1,160,620 45</u>

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SLOAN	President	New York city.
FRED F. CHAMBERS	Secretary	New York city.
ARTHUR D. CHAMBERS	Treasurer	New York city.
WILLIAM F. HALLSTAD	General Manager	Scranton, Pa.
GARRET BOGART	Superintendent	Scranton, Pa.

Directors of the Company.

Name.	Residence.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
FRED F. CHAMBERS	Somerville, N. J.
BENJAMIN G. CLARKE	New York city.
FREDERICK H. GIBBENS	New York city.
EDWIN R. HOLDEN	New York city.
BENJAMIN A. HEGEMAN	Plainfield, N. J.
M. TAYLOR PYNE	New York city.
ARTHUR D. CHAMBERS	Orange, N. J.
LOUIS P. CHILD	New York city.
WILLIAM S. SLOAN	New York city.
SAMUEL SLOAN, JR.	New York city.

Title of company, Valley Railroad Company.
 General offices at Binghamton, N. Y.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, no stated time.
 For information concerning this report, address Fred F. Chambers, Secretary and Auditor,
 26 Exchange place, New York city.

WALKILL VALLEY.

(Date of charter, July 2, 1877.)

Organized 1866 as the Walkill Valley Railway Company; foreclosed and reorganized as the Walkill Valley Railroad Company July 2, 1877, under chapter 480 of the Laws of 1874 of the State of New York, as amended by chapter 446 of the Laws of 1876.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding	3,360	\$330,000	\$330,000

Number of stockholders

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Aug. 1, 1877	40	p.c.	Jan. and July	\$350,000	\$350,000	\$350,000
Second mort. bds...	Aug. 1, 1877	40	7	Jan. and July	330,000	330,000	.....
Total .....	.....	.....	.....	.....	\$680,000	\$680,000	\$680,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....	.....	\$96,300 59
Bridges.....	.....	40,433 30
Rails.....	.....	65,651 69
Land.....	\$663 50	.....
Land damages.....	.....	12,608 70
Engine and car houses.....	.....	4,436 06
Engineering expenses.....	.....	14,916 18
Purchase of constructed road.....	.....	649,713 08
Total cost of road.....	\$663 50	\$804,346 58
EQUIPMENT.		
Locomotives.....	.....	\$26,004 28
Passenger cars, mail, baggage and express cars.....	.....	16,233 15
Freight and other cars.....	.....	10,296 73
Total cost of equipment.....	.....	\$51,534 20
Grand total cost of road and equipment.....	\$663 50	\$845,846 78

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

<i>Land, land damages and fences;</i>		
Land at Kingston including registry .....	.....	\$663 50
Income Account for Year Ending June 30, 1892.		
Gross earnings from operations.....	.....	\$159,795 69
Less operating expenses (excluding all taxes) .....	.....	66,108 04
Net earnings from operation.....	.....	\$84,687 65
<i>Income from other sources, as follows, viz.:</i>		
Telegraph	\$788 46	.....
Rents	86 00	.....
	.....	874 46
Gross income from all sources.....	.....	\$85,562 11
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$17,500 00	.....
Taxes on property used in operation of road.....	4,823 93	.....
Taxes on earnings and capital stock	483 36	.....
	.....	22,807 29
Net income from all sources.....	.....	\$62,754 82
Add rebate on New York State tax on gross earnings.....	.....	246
Surplus for year ending June 30, 1892 .....	.....	\$62,940 82
General Income Account.		
Surplus for year ending June 30, 1892.....	.....	\$62,940
Deficit up to June 30, 1891.....	.....	41,539
Total surplus June 30, 1892 .....	.....	\$1,015

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$55,881 87		
Freight, local.....	43,890 40		
		\$99,773 27	\$99,773 27
Passengers, through	\$1,062 55		
Passengers, local.....	46,512 04		
	\$47,514 59		47,514 59
Mail	2,257 20		2,257 20
Express	3,077 21		3,077 21
Miscellaneous, as follows, viz.:			
Excess baggage.....	174 22		174 22
Total gross earnings	\$53,028 82	\$99,773 27	\$152,795 59

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$6,354 52	\$7,165 73	\$13,520 25
Repairs of roadbed.....	963 57	1,086 58	2,050 15
Repairs of bridges (including culverts and cattle-guards)	1,525 91	1,720 70	3,246 61
Repairs of stations, shops, docks, etc.....	857 80	720 50	1,608 70
Repairs of fences.....	150 33	189 52	319 85
Other expenses for maintenance of way and structures.....	437 97	493 88	931 85
Total	\$10,320 10	\$11,357 31	\$21,677 41

Maintenance of equipment:

Repairs of locomotives.....	\$9,633 15	\$1,476 48	\$4,109 63
Repairs of cars	1,228 64	2,606 70	3,837 34
Repairs of machinery and tools	11 19	12 61	23 80
Other expenses for maintenance of equipment.....	864 12	974 44	1,838 56
Total	\$4,737 10	\$5,172 23	\$9,909 33

Conducting transportation:

Wages of conductors and men	\$4,444 24	\$3,911 11	\$7,355 35
Wages of engineers and firemen.....	5,047 06	3,214 84	8,261 90
Fuel for locomotives.....	6,654 74	6,680 01	13,314 75
Oil and waste.....	260 88	294 17	555 05
Water supply.....	237 08	323 68	610 71
Other train supplies or expenses.....	172 72	140 70	313 42
Wages of station agents and clerks.....	2,850 85	2,889 49	5,740 34
Wages for labor at stations.....	996 48	1,193 77	2,195 25
Station supplies	36 07	52 70	88 57
Wages of watchmen, flagmen and switchmen.....	61 56	78 48	140 04
Other expenses for conducting transportation.....	1,904 89	2,508 19	4,713 08
Total	\$22,716 52	\$20,571 94	\$43,288 46

General expenses:

Salaries of general officers and clerks	\$1,565 10	\$1,764 90	\$3,330 00
General office expenses and supplies.....	4 38	4 93	9 31
Stationery and printing	612 74	406 86	1,019 60
Outside agencies and advertising.....	37 52	58 73	96 25
Legal expenses.....	239 04	269 56	508 60
Loss and damage of freight and baggage		105 91	105 91
Injuries to persons.....		2 00	2 00
Telegraph maintenance and operation.....	57 66	736 89	1,316 55
Lease of cars of other companies (debit balance).....	2,233 05	4,292 58	6,525 63
Other general expenses	194 58	219 41	413 99
Total	\$5,466 07	\$7,861 77	\$13,327 84
and total operating expenses.....	\$43,239 79	\$44,863 25	\$88,103 04

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.			
Cost of road.....			\$994,348 58
Cost of equipment.....			51,594 90
<i>Current assets, as follows, viz.:</i>			
Cash on hand.....	\$18,532 98		
Due by agents.....	8,225 19		
Open accounts.....	6,822 85		
Material and supplies.....	3,396 27		
			31,978 74
			<u>\$977,819 52</u>
LIABILITIES.			
Capital stock.....			\$330,000 00
Funded debt.....			580,000 00
<i>Current liabilities, as follows, viz.:</i>			
Interest on funded debt due and accrued.....	\$35,000 00		
Audited vouchers and pay-rolls.....	5,518 21		
Open accounts.....	20,390 72		
			66,808 98
Profit and loss (surplus).....			1,075 50
			<u>\$977,819 52</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	1,978	162,910	164,888
Number of passengers carried one mile.....	36,370	1,569,872	1,596,242
Number of tons of freight carried.....	84,705	74,572	159,277
Number of tons of freight carried one mile....	2,305,409	1,018,695	3,324,104
Passenger train mileage.....			44,765
Freight train mileage.....			22,538
All other train mileage.....			60,894
Total train mileage.....			137,178

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)....	\$53,023 32	\$43,239 79	\$9,783 53
Average per passenger carried.....	32	26	06
Average per passenger per mile.....	033	027	006
Average per passenger train per mile.....	1 19	97	22
Freight earnings and expenses (including miscellaneous earnings).....	99,772 27	44,863 25	54,909 02
Average per ton of freight carried.....	63	28	35
Average per ton of freight per mile.....	081	014	017
Average per freight train per mile.....	4 427	1 991	2 436

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.757	Cents. 2.976	Cents. 2.8
Average rate received per mile per ton for carrying freight, all classes.....	2.53	4.31	3.1

Description of Road and Equipment.

TRACK.		Miles owned, all in N. Y. State.
Main line authorized from Kingston to Albany, single track.....		85.35
Main line laid, single track.....		32.88
Sidings and turnouts on main line.....		4.46
Grand total of tracks, sidings and turnouts.....		37.34
Laid with steel rail, main line.....		32.88

Average life of rails—steel, 16 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 67 lbs.; minimum, 56 lbs.; iron, maximum, 56 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	19	<i>Feet.</i> 1,853
Wooden bridges.....	23	506
Wooden trestles.....	14	614
Total.....	56	2,973

EQUIPMENT.	Number owned	Average cost of each	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	3	\$6,000	146,000	3	.....
First-class passenger cars.....	2	.....	.....	2	2
Baggage, mail and express cars.....	3	.....	.....	3	3
Total.....	5	.....	.....	5	5
Box freight cars.....	12	.....	.....	.....	.....
Flat freight cars.....	2	.....	.....	.....	.....
Total.....	14	.....	.....	.....	.....

Passenger cars are equipped with Westinghouse automatic air brake and Miller hook coupler; freight cars with hand brake and link and pin coupler.

Stub, Wharton and split switches are in use on road. All renewals on main line are made with either the Wharton or split switch.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles.....	37.4
Highway crossings at grade without protection.....	45
Highway crossing at grade protected by gates or flagman.....	1
Highway crossings over or under grade.....	5
Overhead obstructions less than twenty feet above track.....	2

Passenger cars are heated by steam from locomotive, lighted with gas and ventilated by side ventilators.

The National Express Company runs over this line. Railroad company receives from the express company arbitrary rates, varying from eight to twenty-five cents per hundred pounds.

Parlor cars run between Kingston and New Paltz during the summer season, owned by Wagner Palace Car Company, which fixes and collects the additional rate.

Post office department pays for transportation of mails on the basis of average daily weight carried.

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage	Per cent.
Flour	887	.56
Grain	2,481	1.56
Meat and provisions	91	.06
Live stock	243	.15
Lumber	12,458	7.82
Pig and bar iron and steel	2,902	1.82
Coal and coke	51,279	32.19
Petroleum and other oils	422	.27
Manufactures	52,768	33.15
All other merchandise	19,244	12.08
All other agricultural products	8,257	5.18
All other articles not included above	8,220	5.16
Total	159,277	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employees	5	.....	5
Others .....	.....	1	1
Total	6	1	7

EMPLOYEES.

Average number of persons employed (including officials) during the year 91
 Aggregate amount of salaries and wages paid them during the year \$45,333 67

Officers of the Company.

Name.	Title.	Official Address.
ASHBEL GREEN	President	5 Vanderbilt ave., N. Y. city.
EDWARD V. W. ROSSITER	Secretary and Treasurer	Grand Cent. Station, N. Y. city.
JAMES D. LAYNG	General Manager	5 Vanderbilt ave., N. Y. city.
JOHN CARSTENSEN	Comptroller	Grand Cent. Station, N. Y. city.

Directors of the Company.

Name.	Residence.
ASHBEL GREEN	Tenafly, N. J.
JAMES D. LAYNG	New York city.
E. V. W. ROSSITER	Flushing, L. I., N. Y.
WALTER KATTI	New York city.
LAWRENCE DEFEW	Detroit, Mich.
JAMES W. MUSSON	New York city.
JOHN CARSTENSEN	New York city.
GEO. S. PRINCE	Yonkers, N. Y.
HERBERT E. KINNEY	New York city.
CHARLES W. PIERSON	New York city.
GUY E. HUSTIS	Hastings, N. Y.
ALBERT B. TAYLOR	Norwood, N. J.
WILLIAM C. TAYLOR	Hastings, N. Y.

Title of company, Wallkill Valley Railroad Company.

General offices at New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in December.

For information concerning this report, address John Carstensen, Comptroller, Grand Cent. Station, New York city.

WAVERLY AND STATE LINE.

LESSOR.

LESSEE — PENNSYLVANIA CANAL AND RAILROAD COMPANY.

OPERATED BY PHILADELPHIA AND READING.

(Date of charter, June 11, 1867.)

Organized under act of April 2, 1850, and amendments thereto. Leased January 26, 1875, on a perpetual lease to the Pennsylvania and New York Canal and Railroad Company, a corporation of the State of Pennsylvania, now operated by the Philadelphia and Reading Railroad Company, lessee of the Lehigh Valley Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	100	\$10,000

Number of stockholders 15

Cost of Road.

Total cost of road up to June 30, 1892..... \$64,398 05

General Balance Sheet June 30, 1893.

ASSETS.	
Cost of road.....	\$64,398 05
LIABILITIES.	
Capital stock	\$10,000 00
<i>Current liabilities, as follows, viz.:</i>	
Sundries.....	54,398 05
	<u>\$64,398 05</u>

Description of Road and Equipment.

	TRACK.	Miles owned, all in N. Y. State.
Main line laid from State line to Waverly, single track .....		.408
Second track on main line .....		.408
Sidings and turnouts on main line		6.53
Grand total of tracks, sidings and turnouts.....		<u>7.336</u>
Laid with steel rail, main line.....		4.266
Laid with iron rail, main line.....		3.08

Average life of ties, 6 years; weight of rails per yard — steel, maximum, 76 lbs.; minimum, 8 lbs.; iron, 58 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

Officers of the Company.

Name.	Title.	Official Address.
E. P. WILBUR.....	President	South Bethlehem, Pa.
CHARLES HARTSHORNE	First Vice President	Philadelphia, Pa.
ROBERT H. SAYRE	Second Vice-President	South Bethlehem, Pa.
JOHN B. GARRETT	Third Vice-President.....	Philadelphia, Pa.
JOHN R. FANSHAW	Secretary	Philadelphia, Pa.
WM. C. ALDERSON.....	Treasurer	Philadelphia, Pa.

REPORT OF THE RAILROAD COMMISSIONERS.

<i>Name.</i>	<i>Directors of the Company.</i>	<i>Residence.</i>
E. P. WILBUR		South Bethlehem, Pa.
CHARLES HARTSHORNE		Philadelphia, Pa.
ROBERT H. SAYRE		South Bethlehem, Pa.
GEORGE M. DIVEN		Elmira, N. Y.
WILLIAM STEVENSON		Sayre, Pa.
JOHN R. FANSHAW		Philadelphia, Pa.
JOHN B. GARRETT		Philadelphia, Pa.

Title of company, Waverly and State Line Railway.

General offices at Philadelphia, Pa.

Date of close of fiscal year, June 30.

For information concerning this report, address John R. Fanshawe, Secretary.

WELLSVILLE, BOLIVAR AND ELDRED.

LESSOR.

LESSEE — BRADFORD, ELDRED AND CUBA.

(Date of charter, April 29, 1881.)

This company does not operate any railroad whatever, its own being leased to the Bradford, Eldred and Cuba Railroad Company.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	1,000	\$100,000

Cost of Road.

Total cost of road up to June 30, 1892 \$412,400 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$412,400 00
<i>Current assets, as follows, viz.:</i>	
Due from other companies	6,990 00
	<u>\$419,390 00</u>
LIABILITIES.	
Capital stock	\$6,990 00
<i>Current liabilities, as follows, viz.:</i>	
Unfunded debt due Bradford, Eldred and Cuba R. R. Co. for construction	412,400 00
	<u>\$419,390 00</u>

Title of company, Wellsville, Bolivar and Eldred Railroad Company.

General offices at Addison, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report, address F. M. Baker, agent for T. C. Platt, Receiver, Addison, N. Y.

WELLSVILLE, COUDERSPORT AND PINE CREEK.

(Date of charter, November 14, 1881.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares	Total par value.	
Authorized by law or charter	1,000	\$1,000,000 00	.....
Issued for actual cash and now outstanding....	.....	68,554 01	\$68,554 01

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage	Dec. 30, 1890	12	p.c.	*	\$30,000	\$23,500	\$23,500
Mortgage	Oct. 1, 1891	* * 6	6	*	.....	1,000	1,000
Mortgage	April 1, 1892	* * 6	6	*	.....	5,500	5,500
Total .....	.....	.....	.....	.....	\$30,000	\$30,000	\$30,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....	\$1,284 10	\$25,971 12
Bridges.....	205 57	5,318 90
Superstructure (including ties)	209 85	5,448 23
Rails	490 76	32,500 00
Land	25 00	25 00
Land damages	225 00	10,096 00
Fences	160 65	1,210 90
Passenger and freight stations.....	258 04	1,029 77
Engine and car houses.....	25 99	284 70
Shops, machinery and tools.....	.....	1,059 08
Fuel and water stations.....	4 95	98 86
Engineering expenses.....	149 63	2,850 40
Interest and discount charged to construction.....	+1,456 19	.....
Other expenses of construction.....	+2,068 91	.....
New side tracks.....	2,257 99	2,634 10
Contingencies.....	+23 55	.....
Stationery and printing.....	+227 09	.....
Total cost of road	\$1,681 80	\$68,490 89
EQUIPMENT.		
Locomotives .....	.....	\$2,535 44
Passenger cars.....	.....	2,000 00
Freight and other cars.....	.....	3,779 00
Total cost of equipment.....	.....	\$8,314 44
Grand total cost of road and equipment	\$1,681 80	\$66,805 33

* Not reported.

† Credit.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$21,240 25
Less operating expenses (excluding all taxes)		10,570 98
Gross income from all sources		\$10,569 27
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$1,235 00	
Taxes on property used in operation of road	241 91	
Taxes on earnings and capital stock	109 44	
		1,586 35
Net income from all sources		\$8,982 92
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 6 per cent on \$32,500 common stock		3,750 00
Surplus for year ending June 30, 1892		\$5,232 92

General Income Account.

Surplus for year ending June 30, 1892	\$5,232 92
Surplus up to June 30, 1891	3,700 79
	\$8,933 71
Account cattle, profit and loss	\$13 16
Contingencies, contingency account, profit and loss	28 55
Stationery and printing, profit and loss	227 09
Interest and discount, profit and loss	1,466 19
Other expenses of construction, profit and loss	2,306 76
	3,893 75
Total surplus June 30, 1892	\$4,997 05

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, all local		\$15,385 70	\$15,385 70
Passengers, all local	\$5,061 29		5,061 29
Mail	584 30		584 30
Express	193 96		193 96
Miscellaneous, as follows, viz.:			
Hay on highway, etc.	15 00		15 00
Total gross earnings	\$6,854 55	\$15,385 70	\$21,240 25

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed			\$2,961 02
Repairs of bridges (including culverts and cattle guards)			43 68
Repairs of stations, shops, docks, etc.			25 12
Repairs of fences			11 53
Total			\$3,040 35
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$180 84	\$90 19	\$270 53
Repairs of cars	21 08	31 40	52 48
Total	\$201 92	\$121 59	\$323 51
<i>Conducting transportation:</i>			
Wages of conductors and men	\$914 67	\$451 15	\$1,365 82
Wages of engineers and firemen	1,271 75	635 67	1,907 42
Fuel for locomotives	918 03	459 30	1,377 33
Oil and waste	44 20	22 10	66 30
Water supply	4 96	2 49	7 45
Other train supplies and expenses	75 44	7 75	83 19
Wages of station agents and clerks	989 68	484 81	1,474 49
Station supplies	85 24	43 12	128 36
Total	\$4,285 71	\$2,106 60	\$6,392 31

WELLSVILLE, COUDERSPORT AND PINE CREEK.

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Analysis of Gross Earnings and Operating Expenses — (Continued).

EARNINGS.	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$198 96	\$300 48	\$398 44
General office expenses and supplies.....	138 00	66 50	199 50
Stationery and printing.....	177 36	86 68	265 89
Damage to cattle and property.....		12 00	12 00
Mileage of cars of other companies (debit balance).....		1 68	- 1 68
Other general expenses.....	91 44	45 71	137 15
Total.....	\$600 66	\$513 94	\$914 60
Grand total operating expenses.....	\$7,067 74	\$3,588 12	\$10,670 86

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$88,490 89
Cost of equipment.....		8,814 44
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$9,810 96	
Due by agents.....	304 94	
Open accounts.....	49 69	
		9,465 59
		<u>\$106,870 92</u>

LIABILITIES.		
Capital stock.....		\$68,554 01
Funded debt.....		30,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay-rolls.....	\$3,644 88	
Open accounts.....	75 00	
		2,719 88
Profit and loss (surplus).....		4,997 08
		<u>\$106,870 92</u>

Traffic and Mileage Statistics.

ITEM.	All local.
Number of passengers carried.....	25,228
Number of passengers carried one mile.....	12,614,532
Number of tons of freight carried.....	25,068
Number of tons of freight carried one mile.....	250,630
Passenger train mileage.....	13,104
Freight train mileage.....	6,912
Total train mileage.....	<u>20,016</u>

ITEM.	All local.
Computed on earnings from carrying passengers and freight only.	Cents
Average rate received per mile for carrying passengers, all classes.....	3
Average rate received per mile for carrying freight, all classes.....	3

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Mile in line laid from Wellsville to State line.....	10.12	10.45
Stations and turnouts on main line.....	.91	1.08
Grand total of tracks, sidings and turnouts.....	11.03	11.53

Average life of ties, 5 years; weight of rails per yard—steel, 63 lbs.; gauge of track, 4 feet 8 1/4 inches; ballasted with gravel most of way.

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Owned or leased.
State Line Railroad	Wellsville, N. Y.	State line.....	.33	Owned.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Wooden trestles.....	15	Feet. 1,336	17	Feet. 1,466

EQUIPMENT.	Number owned.	Average cost of each.	No. equipped with patent brake.	No. with patent coupler.
Locomotives, 4 drivers	1	\$2,535 44	1	.....
Baggage, mail and express cars.....	1	\$2,000 00	1	1
Box freight cars.....	3	\$468 00	.....	.....
Flat freight cars.....	7	836 00	.....	.....
Total	10	.....	.....	.....

Passenger cars are equipped with Westinghouse air brake and Janney coupler; freight cars with common brake and coupler.
One stub switch in yard, split rail on rest of the road.

Miscellaneous Statistics.

ITEM.

Portion of line in N. Y. State.

Highway crossings at grade without protection 8

Passenger cars are heated by stoves, lighted by lamps and ventilated by side ventilator windows in top.

Wells, Fargo & Co.'s Express operates over this line and pay twenty per cent of total amount of business done.

The United States government pay for transportation of mails \$42.75 per mile per annum for 10.45 miles.

DESCRIPTION OF FREIGHT MOVED.

ITEM.

Tonnage.

Flour	1,435
Grain	668
Meats and provisions.....	245
Live stock	237
Lumber.....	9,775
Iron or other ores.....	122
Petroleum and other oils.....	118
All other merchandise.....	1,346
All other agricultural products	6,306
All other articles not included above.....	4,178
	<hr/> 26,333

EMPLOYES.

Average number of persons employed (including officials) during the year 45

Officers of the Company.

Name.	Title.	Official Address.
JOHN McEWEN	President.....	Wellsville, N. Y.
C. A. FARNUM	Vice-President and Attorney...	Wellsville, N. Y.
H. K. OPP.....	Secretary	Wellsville, N. Y.
H. N. LEWIS	Treasurer	Wellsville, N. Y.
CHARLES E. DAVIS	Auditor	Wellsville, N. Y.
J. W. COLE.....	General Freight Agent.....	Wellsville, N. Y.

Directors of the Company.

Name.	Residence.
JOHN McEWEN	Wellsville, N. Y.
E. J. FARNUM	Wellsville, N. Y.
H. N. LEWIS	Wellsville, N. Y.
W. B. COATS.....	Wellsville, N. Y.
H. K. OPP.....	Wellsville, N. Y.
GEO. H. BLACKMAN	Wellsville, N. Y.
E. C. BRADLEY.....	Wellsville, N. Y.
C. A. FARNUM	Wellsville, N. Y.
GEO. E. BROWN	Wellsville, N. Y.
WILLIAM DUKE.....	Wellsville, N. Y.
JOSEPH DOTY.....	Wellsville, N. Y.
A. J. APPLEBERG.....	Wellsville, N. Y.
CHARLES DAY	Wellsville, N. Y.

Title of company, Wellsville, Coudersport and Pine Creek Railroad Company.

General offices at Wellsville, Allegany county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in November.

For information concerning this report, address Charles E. Davis, Auditor.

WESTERN NEW YORK AND PENNSYLVANIA.

(Date of charter, November 28, 1887.)

The Buffalo, New York and Philadelphia Railroad Company was sold after foreclosure proceedings, and two new companies, entitled Western New York and Pennsylvania Railway Company, New York, and Western New York and Pennsylvania Railway Company, of Pennsylvania, were organized, each having a capital stock of \$15,000,000, certificates of organization being filed at Albany, N. Y., October 27, and at Harrisburg, Penn., November 8, 1887.

The above-named companies were consolidated into one company, entitled Western New York and Pennsylvania Railroad Company, as per articles of agreement filed at Albany, N. Y., November 28, 1887, and at Harrisburg, Penn., November 28, 1887, and all properties belonging to the companies previously named were transferred to it on the first day of December, 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter, issued for reorganization and now outstanding	300,000	\$30,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds	Dec. 1, 1887	50	p. c.	Jan. 1, July 1	\$10,000,000 00	\$8,950,000 00	\$8,950,000
First mort. bonds	Dec. 1, 1888	30	7	Feb. 1, Aug. 1	1,500,000 00	800,000 00	800,000
Second mort. bds.	Dec. 1, 1887	40	•	April 1, Oct. 1	20,000,000 00	19,984,000 00	19,984,000
Second deb. bonds	Dec. 1, 1888	20	+	April 1, Oct. 1	1,441,000 00	1,441,000 00	1,441,000
Car trust obligations					1,091,982 90	772,941 78	.....
Total					\$34,662,982 90	\$31,947,941 78	\$31,175,000

*Interest for the first five years is dependent upon the revenue; and scrip is issued if the net earnings after deducting for betterments are insufficient to pay the same in cash. After the first five years it is a fixed charge of 3 per cent; after ten years it is a 4 per cent fixed charge and it can not exceed 4 per cent until the stock receives 3 per cent when the bonds pro rate with the stock until the bonds receive up to 7 per cent.

+Interest on the debenture bonds is dependent on the net income, and if earned is 5 per cent per annum payable April and October 1.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry and ballast.....	\$31,832 80	\$121,532 41
Bridges.....	30,532 04	150,832 64
Superstructure (including ties).....	15,515 75	85,927 52
Rails.....	15,910 56	117,615 20
Land.....		96,733 92
Land damages.....	3,535 23	23,027 27
Fences.....	4,105 69	15,550 55
Passenger and freight stations, engine and car houses, and buildings.....	2,679 55	32,964 59
Shops, machinery and tools.....	1,595 26	15,104 65
Fuel and water stations (included in buildings).....		
Engineering expenses.....		2,544 55
Purchase of constructed road.....		57,835,515 67
Wharfing.....	625 23	23,737 23
New sidings.....	3,431 07	224,223 71
Other items.....	229 19	57,539 55
Total cost of road.....	\$99,515 84	\$35,857,125 73
EQUIPMENT.		
Locomotives.....	\$105,001 24	\$445,020 27
Passenger cars.....	51,425 41	85,742 02
Mail, baggage and express cars.....	5,495 00	6,117 22
Freight and other cars.....	25,559 24	1,956,877 77
Equipment from former company.....		1,479,730 09
Total cost of equipment.....	\$187,522 09	\$3,967,515 67
Grand total cost of road and equipment.....	\$287,037 93	\$39,824,675 59

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$3,590,125 70
Less operating expenses (excluding all taxes).....		2,395,259 84
Gross income from all sources.....		\$1,194,865 86
<i>Deduction from income as follows, viz.:</i>		
*Interest on debt due and accrued.....	\$1,595,085 65	
Taxes on property used in operation of road, on earnings and capital stock, and all other taxes.....	95,772 87	
Interest, discount and commissions.....	2,368 15	
		1,693,226 67
Deficit for year ending June 30, 1892.....		\$445,373 51

General Income Account.

Deficit for year ending June 30, 1892.....	\$445,373 51	
Surplus up to June 30, 1891.....	8,445,514 37	\$8,890,887 88
Difference in value of lands exchanged by Union Terminal Railroad Company, and New York Central and Hudson River and West Shore railroads.....	\$370,165 12	
Amount charged to profit and loss during years 1888 to 1891 through bond-interest account as part of interest on second mortgage bonds represented by fractional scrip, which scrip by reason of its not being presented for conversion into second mortgage bonds lost its right to interest and which therefore reverted to this company.....	11,938 57	
Refund of taxes illegally exacted by the State of New York.....	10,531 25	
	\$392,600 24	
Less commissions paid as counsel fees, donation to Oil City and Titusville, and sundry items charged off.....	5,640 26	237,350 21
Total surplus June 30, 1892.....		\$8,653,537 67

* Of which \$974,430.43 is payable in scrip.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local		\$2,669,900 66	\$2,669,900 66
Passengers, through and local	\$775,980 51		775,980 51
Mail	47,834 41		47,834 41
Express	39,766 37		39,766 37
<i>Miscellaneous, as follows, viz.:</i>			
Rents	5,343 80	11,360 82	16,704 72
Milk	25,459 06		25,459 06
Miscellaneous	2,486 00	2,023 97	4,509 97
Total gross earnings	\$896,870 25	\$2,683,285 45	\$3,580,155 70

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$113,080 91	\$251,404 81	\$364,484 22
Steel rails laid, cost	4,237 25	12,571 59	16,808 84
Repairs of roadbed	20,996 57	47,668 53	68,665 10
Repairs of bridges (including culverts and cattle-guards)	23,516 66	66,538 55	92,455 21
Repairs of stations, shops, docks, etc.	10,742 00	28,777 57	39,519 57
Repairs of fences	10,847 80	21,671 21	32,519 01
Other expenses for maintenance of way and structures	7,472 84	11,235 27	18,708 11
Total	\$191,303 03	\$441,942 08	\$633,245 06

Maintenance of equipment:

Repairs of locomotives	\$43,188 88	\$95,401 79	\$138,585 07
Repairs of cars	46,059 20	109,337 44	155,396 64
Repairs of machinery and tools	5,988 06	17,422 73	23,410 79
Other expenses for maintenance of equipment ..	27 41	44 38	71 79
Total	\$95,253 55	\$322,206 34	\$417,460 89

Conducting transportation:

Wages of conductors and men	\$55,556 76	\$164,231 57	\$219,788 33
Wages of engineers and firemen	75,978 99	199,192 15	275,170 44
Fuel for locomotives	47,862 23	169,735 82	217,598 14
Water supply	3,826 45	9,301 82	13,128 27
Other train supplies or expenses	10,705 36	25,417 04	36,122 40
Wages of station agents and clerks	45,342 63	153,967 69	199,310 32
Station supplies	4,288 89	6,066 55	10,355 44
Wages of watchmen, flagmen and switchmen ..	10,492 79	117,915 00	128,407 79
Other expenses for conducting transportation ..	1,308 23	521 28	1,829 51
Total	\$261,356 21	\$845,388 92	\$1,106,745 13

General expenses:

Salaries of general officers and clerks	\$29,308 17	\$73,578 23	\$102,886 45
General office expenses and supplies	1,914 39	14,634 54	16,548 93
Stationery and printing	6,245 47	18,219 75	24,465 22
Outside agencies and advertising	4,026 67	2,354 79	6,381 46
Legal expenses	4,526 47	15,459 08	19,985 55
Loss and damage of freight and baggage	1,553 59	6,731 62	8,285 51
Injuries to persons	8,738 97	8,309 19	17,048 16
Telegraph maintenance and operation	16,340 38	46,249 29	62,589 67
Mileage of cars of other companies (debit balance)	3,772 42	*105,415 99	*109,188 41
Other general expenses	6,736 27	17,026 21	23,762 48
Total	\$83,164 00	\$271,145 76	\$354,309 76
Grand total operating expenses	\$331,076 79	\$1,176,534 68	\$1,507,611 47

* Credit.

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet, June 30, 1892.

ASSETS.		
Cost of road		\$58,867,158 73
Cost of equipment.....		8,387,518 07
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies	\$10,441,066 00	
Second mortgage bonds owned by company.....	495,942 70	
Union Terminal Railroad Company	189,571 87	
		11,126,580 57
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$160,154 57	
Due by agents.....	129,769 06	
Open accounts	287,509 28	
Materials and supplies	168,863 56	
Sundries.....	5,939 89	
		767,236 35
		<u>\$74,668,546 73</u>
LIABILITIES.		
Capital stock.....		\$30,000,000 00
Funded debt.....		31,947,941 73
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$226,129 50	
Auditing vouchers and pay-rolls	404,851 50	
Loans and bills payable	11,126 09	
Interest accrued on funded debt not yet payable.....	23,333 33	
Non-convertible income scrip, 1907.....	390,907 20	
Second mortgage income scrip, including the amount to be issued for interest accrued to June 30, 1892	3,015,376 08	
Real estate mortgages.....	272,804 00	
Old coupon account	222 50	
Kansas Valley railroad freight warrants	105,000 00	
		4,449,895 13
Profit and loss (surplus)		8,390,799 84
		<u>\$74,668,546 73</u>

Traffic and Mileage Statistics.

ITEM.	Through.	Local.	Total.
Number of passengers carried	23,094	1,666,452	1,689,546
Number of passengers carried one mile.....	3,140,636	30,377,888	33,518,524
Number of tons of freight carried			4,433,947
Number of tons of freight carried one mile.....			443,322,306
Passenger train mileage			1,380,622
Freight train mileage			1,708,204
All other train mileage			890,000
Total train mileage			3,978,826

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings) ...	\$896,870 25	\$631,076 79	\$265,793 46
Average per passenger carried	5306	3725	1573
Average per passenger per mile.....	0838	0168	0669
Average per passenger train per mile	7291	5120	2161
Freight earnings and expenses (including miscellaneous earnings)	2,668,266 45	1,767,363 05	916,002 40
Average per ton of freight carried.....	6052	3966	2086
Average per ton of freight per mile.....	0081	0040	0041
Average per freight train per mile.....	1 57	1 08	54

Traffic and Mileage Statistics — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passengers, all classes.....	Cents. 1.88	Cents. 2.36	Cents. 2.31
Average rate received per mile per ton for carrying freight, all classes.....	.....	.....	.6

Description of Road and Equipment.

TRACK.	MILES OWNED.	
	Length in N. Y. State.	Entire length.
Main line laid, single track.....	336.87	630.70
Union Terminal railroad, single track.....	2.31	2.31
Total single track.....	339.18	633.01
Second track on main line.....	8.10	8.10
Sidings and turnouts on main line.....	110.23	194.96
Grand total of tracks, sidings and turnouts.....	449.50	836.07
Laid with steel rail, main line.....	312.08	560.73
Laid with iron rail, main line.....	16.10	72.26

Average life of rails — steel, 12 years; iron, 4 years; average life of ties, 7 years; weight of rails per yard — steel, maximum, 78 lbs.; minimum, 56 lbs.; iron, maximum, 60 lbs.; minimum, 35 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel; narrow gauge, 3 feet; ballasted with cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Union Terminal R.R.	Buffalo, N. Y.	Bally avenue..	2.31	2.31	Owned.	1.47	2.31	.....
Buffalo Division.....	Bally avenue..	Emporium, Pa.	76.34	118.34	Owned.	6.68	118.24	.....
Pittsburg Division.....	Buffalo Junc..	B. C. R. R. Junc.	1.40	1.40	Owned.	.....	1.40	.....
Clermont Branch.....	Larrabee, Pa.	Clermont, Pa.	.....	22.15	Owned.	.....	22.15	.....
Olean, Br. & W. R. R.	Olean, N. Y.	State line.....	12.53	12.53	Owned.	.....	6.67	5.86
Olean, Br. & W. R. R.	State line.....	Bradford, Pa.	.....	10.11	Owned.	.....	3.11	7.00
Kendall and Eldred.	Eldred, Pa.	Tarport, Pa.	.....	18.28	Owned.	.....	2.90	15.38
Bradford Railroad.....	Bradford, Pa.	Kinsua Junc.	.....	14.75	Owned.	.....	2.36	11.39
Kinsua Railroad.....	Kinsua Junc.	Kinsua, Pa.	.....	14.04	Owned.	.....	14.04	.....
Genesee Val. Canal.	Rochester, N. Y.	Hinsdale, N. Y.	96.61	96.61	Owned.	.....	96.61	.....
Genesee Val. Term.	W. N. Y. & P. Ju.	Line'n P'k, N. Y.	2.46	2.46	Owned.	.....	2.46	.....
R. N. Y. and Penn.	Nunda Junc.	L. & P. R. R.	12.00	12.00	Owned.	.....	1.76	10.24
Pittsburg Division.....	B. C. R. R. Junc.	N. Y.	84.43	135.08	Owned.	.....	135.08	.....
Pittsburg Division.....	Oil City, Pa.	Irrington, Pa.	.....	50.20	Owned.	.....	50.20	.....
Pittsburg Division.....	Warren, Pa.	Olean, N. Y.	38.10	59.70	Owned.	.....	59.70	.....
Pittsburg Division.....	Stoneboro, Pa.	New Castle, Pa.	.....	36.00	Owned.	.....	36.00	.....
Pittsburg Division.....	Tyroneville, Pa.	Union City, Pa.	.....	18.80	Owned.	.....	1.80	14.99
Pittsburg Division.....	Titusville, Pa.	Pioneer, Pa.	.....	8.90	Owned.	.....	1.40	7.50
			339.18	633.01	.....	8.10	560.73	72.26

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment—(Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	29	Feet. 4,922.5	39	Feet. 7,733
Iron girders	39	891	44	935
Wooden bridges	23	3,290.5	50	6,322.5
Wooden girders	251	2,478	418	4,732
Wooden trestles	103	2,328.3	231	3,935.3
Total	444	13,741.3	792	23,774.4

EQUIPMENT.	Number owned.	Number leased.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	27	.....	\$11,650	219,800	7	27	.....
Locomotives, 6 drivers	72	.....	7,590	154,000	8	72	.....
Locomotives, 4 drivers	51	.....	10,000	133,500	12	51	.....
Total	150	.....	.....	.....	.....	150	.....
First-class passenger cars	63	.....	\$4,300	50,000	12	63	63
Second-class passenger cars	25	.....	3,750	47,000	12	25	25
Combination cars	8	.....	3,750	47,000	12	8	8
Baggage, mail and express cars	29	.....	3,750	37,000	12	29	29
Total	125	.....	.....	.....	.....	125	125
Box freight cars	1,490	.....	\$550	29,000	6	290	439
Stock freight cars	7	.....	550	22,300	8	.....	.....
Coal freight cars	6,310	400	450	25,400	5	.....	3,604
Flat freight cars	122	.....	420	17,700	8	.....	2
Tank cars	12	.....	600	21,300	23	.....	2
Caboose, 4-wheel cars	60	.....	600	15,300	5	.....	3
Caboose, 8-wheel cars	10	.....	825	22,000	18	6	.....
Service cars	181	.....	.....	.....	.....	.....	2
Total	8,192	400	.....	.....	.....	295	3,043

Passenger cars are equipped with Westinghouse automatic brake and Miller and Janney coupler; freight cars with Janney, Gould and Pooley coupler.

Miscellaneous Statistics.

ITEM.	In N. Y. State.	Entire line.
Total assessed value of real estate and personal property of company	\$4,449,677 31	\$4,473,080 21
Length of steel rails laid during the year in repair, miles	13.85	23.14
Railroads crossing road at grade	17	1
Railroads crossing road over or under grade	5	5
Highway crossings at grade without protection	296	5
Highway crossings at grade protected by gates or flagmen	28	3
Highway crossings over or under grade	13	6
Overhead obstructions less than twenty feet above track	25	5

Passenger cars are heated by steam, lighted by oil lamps and ventilated by ordinary ventilators. American Express Company operates over line of road per classification and weight. Pullman's parlor and sleeping cars run over road on mileage basis. Empire line and Green line business over this road. Receive from United States government for transportation of mail \$46,018.98 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	74,924	1.70
Live stock	6,959	.16
Lumber	889,443	19.90
Pig and bar iron and steel	81,402	1.84
Iron or other ores	34,957	.56
Coal and coke	1,944,225	43.84
Petroleum and other oils	562,075	12.65
All other manufactures and merchandise	388,503	8.78
All other articles not included above	468,461	10.56
Total	4,433,947	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	12	.....	12
Employees	129	1	130
Others	17	10	27
Total	158	11	169

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 3,079
 Aggregate amount of salaries and wages paid them during the year..... \$1,740,494 68

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL G. DE COURSEY.....	President.....	Philadelphia, Pa.
NICHOLAS THOURON.....	Chairman Executive Committee.....	Philadelphia, Pa.
JOS. R. TRIMBLE.....	Secretary.....	Philadelphia, Pa.
FRANKLIN S. BUELL.....	Treasurer.....	Buffalo, N. Y.
JOHN F. REYNOLDS.....	Auditor.....	Buffalo, N. Y.
FRANCIS RAWLE.....	General Counsel.....	Philadelphia, Pa.
FRANK RUMSEY.....	General Solicitor.....	Buffalo, N. Y.
ROBERT BELL.....	General Superintendent.....	Buffalo, N. Y.
EDWARD T. JOHNSON.....	General Freight Agent.....	Buffalo, N. Y.
JOS. R. FELLOWS.....	General Passenger Agent.....	Buffalo, N. Y.
H. D. MCCREARY.....	Chief Engineer.....	Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL G. DE COURSEY.....	Philadelphia, Pa.
NICHOLAS THOURON.....	Philadelphia, Pa.
EDWARD L. OWEN.....	New York city.
PASCAL P. PRATT.....	Buffalo, N. Y.
GEORGE E. BARTOL.....	Philadelphia, Pa.
EL. W. CLARK, JR.....	Philadelphia, Pa.
CHAR. M. LEE.....	Philadelphia, Pa.
WILLIAM C. BULLETT.....	Philadelphia, Pa.
J. PRINDLE SMITH.....	Philadelphia, Pa.
JOHN K. BARCLAY.....	Philadelphia, Pa.
EDWARD T. STEEL.....	Philadelphia, Pa.

Title of company, Western New York and Pennsylvania Railroad Company.

General offices at 84 Exchange street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, January 11.

For information concerning this report, address John F. Reynolds, Auditor.

WEST SHORE.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Certificate of incorporation filed, December 5, 1885.)

The West Shore Railroad Company was organized in conformity with the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, being chapter 480 of the Laws of 1874 and any acts amendatory thereof or supplemental thereto.

Under judgement of foreclosure against the New York, West Shore and Buffalo Railway Company, the property and franchises of said company were sold at public sale on the 24th day of November, 1885, and on the 5th day of December, 1885, were duly conveyed to the purchasers, J. Pelrpont Morgan, Chauncey M. Depew and Ashbel Green joint tenants.

On the 5th day of December, 1885, said purchasers organized the West Shore Railroad Company and on the same date conveyed certain portions of the property and franchises so acquired to the West Shore Railroad Company.

Under date of December 5, 1885, the railroad property of the West Shore Railroad Company was leased to the New York Central and Hudson River Railroad Company for 475 years from January 1, 1886, with a privilege of further term of 500 years at an annual rental of the full amount of interest at four per cent per annum as it matures, upon outstanding bonds secured by first mortgage, not exceeding \$50,000,000 of principal.

Under date of April 2, 1891, the Syracuse, Ontario and New York Railway was leased for the term of its corporate existence, to the West Shore Railroad Company and under date of July 1, 1891, the entire capital stock of the Syracuse, Ontario and New York Railway Company was surrendered to the West Shore Railroad Company, and the former corporation was absorbed by the latter under authority of law.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued in pursuance of plan of reorganization and now outstanding.....	100,000	\$10,000,000	\$10,000,000

Number of stockholders..... 14

FUNDED DEBT.

DESIGNATION OF LOAN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	*Dec. 5, 1885	475	p.c. 4	Jan. and July	\$50,000,000	\$50,000,000

Cost of Road.

† Grand total cost of road up to June 30, 1892..... \$80,000,000

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Rental from New York Central and Hudson River Railroad Company, lessee..... 2,000,000

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued..... 2,000,000

* Bearing interest from January 1, 1886.

† As property was purchased under foreclosure sale, no classification can be given.

WEST SHORE.

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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$60,000 00
LIABILITIES.	
Capital stock	\$10,000 00
Funded debt.....	50,000 00
	<u>\$60,000 00</u>

Officers of the Company.

Name.	Title.	Official Address.
CHAUNCEY M. DEPEW	President	Grand Central Station, N. Y. city.
ASHEEL GREEN	Vice-President	5 Vanderbilt avenue, N. Y. city.
E. V. W. ROSSITER.....	Secretary and Treasurer..	Grand Central Station, N. Y. city.

Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT.....	New York city.
WILLIAM K. VANDERBILT.....	New York city.
FREDERICK W. VANDERBILT.....	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	Sing Sing, N. Y.
HORACE J. HAYDEN.....	New York city.
ASHEEL GREEN	Tenafly, N. J.
J. PIERPONT MORGAN	New York city.
E. D. ADAMS	New York city.
J. HOOD WRIGHT.....	New York city.
SAMUEL F. BARGER.....	New York city.
CHARLES LANIER.....	New York city.
C. E. TRACY.....	New York city.

Title of company, West Shore Railroad Company.

General offices at Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in April.

For information concerning this report, address John Carstensen, Comptroller, Grand Central Station, New York city.

WEST TROY AND GREEN ISLAND.

OWNED AND OPERATED BY THE DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, October 15, 1870.)

The West Troy and Green Island Railroad Company is leased to and is operated by the Delaware and Hudson Canal Company.

Capital Stock.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	300	\$30,000	
Issued for actual cash and now outstanding....	32	3,200	\$3,200

Cost of Road.

Total cost of road up to June 30, 1892.....	<u>\$139,129 86</u>
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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	<u>\$139,129 86</u>
LIABILITIES.	
Capital stock	\$3,200 00
<i>Current liabilities, as follows, viz.:</i>	
Due Besselaer and Saratoga Railroad Company.....	135,929 86
	<u>\$139,129 86</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

Name.	Title.	Official Address.
GEORGE H. CRAMER.....	President.....	Troy, N. Y.
JOHN H. NEHER.....	Secretary.....	Troy, N. Y.

Directors of the Company.

Name.	Residence.
GEO. H. CRAMER	Troy, N. Y.
JOS. M. WARREN.....	Troy, N. Y.
GEO. B. WARREN.....	Troy, N. Y.
CHAS. B. RUSSELL.....	Troy, N. Y.
CHAS. W. TILLINGHAST.....	Troy, N. Y.
WM. H. DOUGHTY.....	Troy, N. Y.
C. E. DUDLEY TIBBETTS.....	Troy, N. Y.
JOS. A. EDDY.....	Troy, N. Y.
NORMAN B. SQUIRES.....	Troy, N. Y.
EDWARD C. GALE.....	Troy, N. Y.
LE GRAND C. CRAMER.....	Troy, N. Y.
ISAAC V. BAKER	Comstock, N. Y.
JOHN HOBART WARREN	Hoosick Falls, N. Y.

Title of company, West Troy and Green Island Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report address John H. Neher, Secretary.

WHARTON VALLEY.

LESSOR.

LESSEE—NEW YORK, ONTARIO AND WESTERN.

(Date of charter, June 12, 1888.)

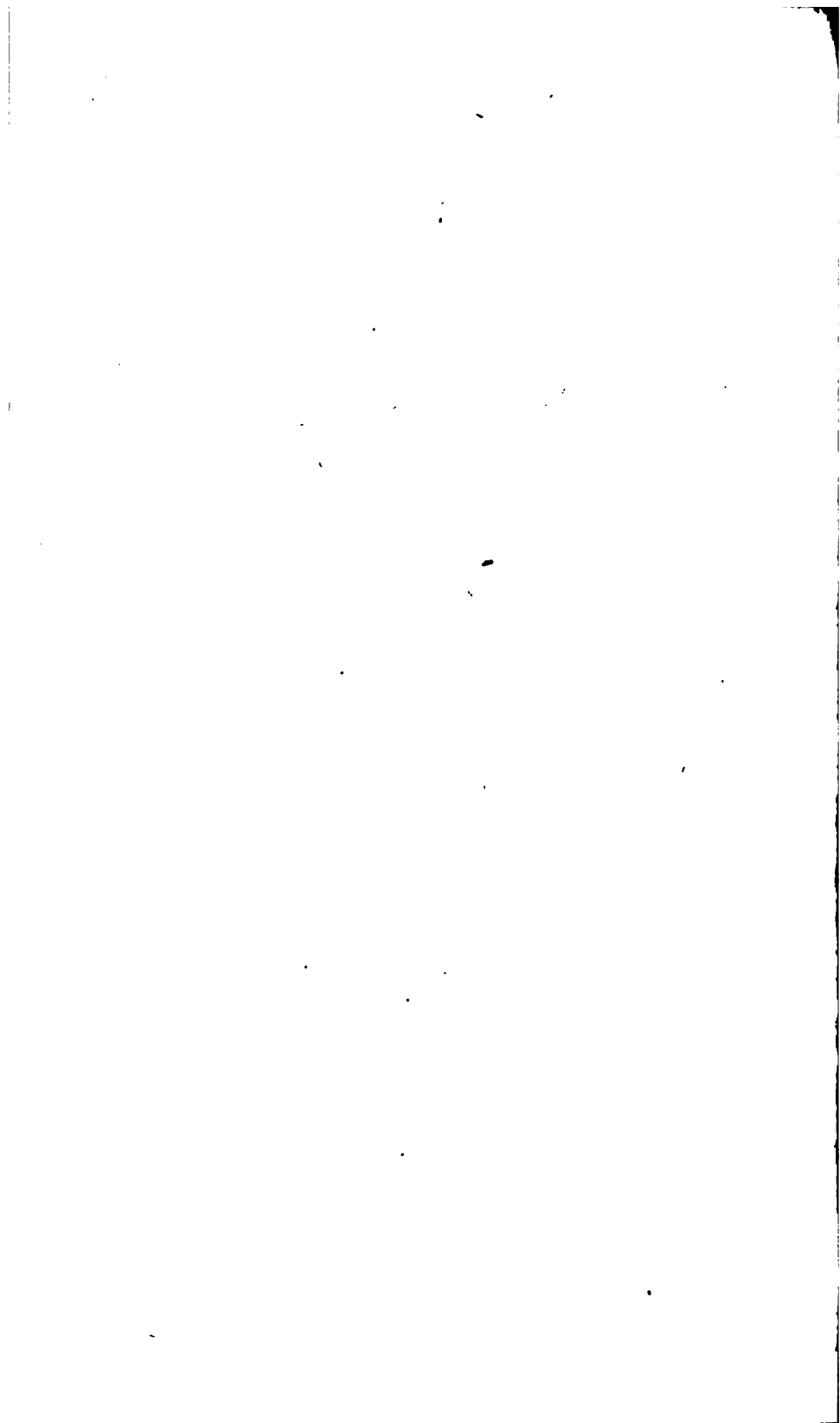
Organized in pursuance of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 24, 1880, and the several acts amendatory thereof and supplementary thereto.

Constructed by the New York, Ontario and Western Railway Company in consideration of \$70,000 par value of capital stock, \$75,000 par value of first mortgage bonds of the Wharton Valley Railway Company and \$20,000 cash donated by residents along the line.

Leased by the New York, Ontario and Western Railway Company, per agreement dated August 4, 1888, for ninety-nine year from October 1, 1888, in consideration of annual payment of \$300 for maintenance of organization and annual payment of the interest on \$75,000, Wharton Valley Railway Company bonds. The New York, Ontario and Western Railway Company also agrees to pay all operating expenses and taxes and guarantees the payment of principal and interest of said \$75,000 Wharton Valley bonds by writing indorsed thereon.

No report received for year ending June 30, 1888.—R. R. Commissioners.

REPORTS
OF
ELEVATED RAILROAD COMPANIES.



BROOKLYN ELEVATED.

(Date of charter, May 26, 1874.)

Chartered as the Brooklyn Elevated Street Safety Railway Company, May 26, 1874 (chapter 585, Laws of 1874). Charter amended and corporate title changed to the Brooklyn Elevated Railway Company, May 22, 1875 (chapter 423, Laws of 1875).

On May 12, 1884, the property was sold under foreclosure and purchased by Frederick Uhlman, representing the bondholders.

On May 24, 1884, the Brooklyn Elevated Railroad Company was incorporated in pursuance of agreements dated January 24, 1884, made between certain persons, security holders of the Brooklyn Elevated Railway Company.

By an agreement dated May 12, 1887, this company leased from the Union Elevated Railroad Company of Brooklyn, the various railroads to be constructed by that company for the full term for which the lessor is incorporated, possession of the various railroads to be delivered by lessor and accepted by this company as each of the several sections are completed and ready for operation.

Section of road from Fulton street to Grand avenue via Sands and Adams streets and Myrtle avenue, opened April 10 and September 1, 1888.

Section of road from Grand avenue to Wyckoff avenue via Myrtle avenue, opened April 27 and July 20, 1889.

Section of road from East river to Lexington avenue via Broadway, opened June 25 and July 14, 1888.

Section of road from Myrtle avenue to Twenty-fifth street and Fifth avenue via Hudson, Flatbush and Fifth avenues, opened July 22 and August 15, 1889.

The Union Elevated Company, of Brooklyn, merged with this company on October 27, 1890, the entire capital stock of Union Company being surrendered and Brooklyn stock issued in exchange therefor.

Certificate to that effect was filed in office of Secretary of State on November 17, 1890.

Pursuant to chapter 294, Laws of 1891, this company abandoned that portion of its route lying and being along Park avenue from easterly side of Hudson avenue to Grand avenue, thence through and along Grand avenue to the northerly side of Myrtle avenue, about 5,400 feet.

The approval of the Board of Railroad Commissioners of such abandonment was given on December 23, 1891, and certificate filed in the office of Secretary of State December 30, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	133,636	\$13,283,600
Issued on account of construction.....	50,000	\$5,000,000
Issued in exchange for Union E. R. R. Co.'s stock.....	83,636	8,283,600
Total now outstanding.....	133,636	\$13,283,600

Number of stockholders..... 268

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage.....	Oct. 1, 1884	40	p.c.	April & Oct.	\$3,500,000	\$3,500,000	.....
Second mortgage....	July 1, 1884	30	5	Jan. & July	1,250,000	1,250,000	.....
First mort'ge Union.	May 2, 1887	50	6	May & Nov.	7,000,000	6,150,000	\$6,150,000
Second mort. Union income.....	May 2, 1887	40	5	Jan. & July	2,500,000	2,068,000	.....
Total.....					\$14,250,000	\$12,968,000	\$6,150,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Grading, masonry, ballast, bridges and superstructure (including ties).....	\$75,880 94	\$330,713 13
Land		17,798 39
Land damages	66,617 57	141,217 35
Passenger stations	5,483 26	27,554 29
Engine and car houses	1,308 00	4,931 25
Shops, machinery and tools	316 57	45,175 94
Fuel and water stations	4,465 02	27,089 27
Engineering expenses	1,492 50	12,409 04
Road built by contract		25,700,845 95
Office furniture and fixtures		750 20
Total cost of road	\$155,353 18	\$336,248,449 26
EQUIPMENT.		
Locomotives	\$344 34	\$2,006 19
Passenger cars		69,229 04
Total cost of equipment	\$344 34	\$71,235 23
Grand total cost of road and equipment	\$155,697 52	\$336,319,684 49

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additional structure and tracks	\$75,880 94
Expenses condemnation — purchase of right of way and settlement of suits for damages	66,617 57
Additional connections with stations	5,483 26
Car shops	1,308 00
Additional machinery	316 57
New coaling station	4,465 02
Expenses engineering department	1,492 50
Safety chains on engines	244 34
Total	\$155,697 52

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$1,695,336 79
Less operating expenses (excluding all taxes)	1,069,597 67
Net earnings from operation	\$794,739 12
<i>Income from other sources, as follows, viz.:</i>	
Rents	\$1,861 00
Interest	7,945 01
	9,336 61
Gross income from all sources	\$804,125 73
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$628,711 68
Taxes on earnings and capital stock	13,415 34
Taxes on other than above, on road	16,685 02
Interest on loans	2,563 34
	661,375 38
Surplus for year ending June 30, 1892	\$142,750 35

General Income Account.

Surplus for year ending June 30, 1892	\$142,750 35
Surplus up to June 30, 1891	157,873 15
	\$300,623 50
Premiums from sale of first mortgage bonds	35,734 14
	\$336,357 64
Less taxes on road from May, 1885, to March 31, 1892, paid May 25, 1892	177,378 8
Total surplus June 30, 1892	\$161,978 56

BROOKLYN ELEVATED.

657

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
Passengers, local	\$1,799,791 85
Miscellaneous, as follows, viz.:	
Advertising and news privileges.....	\$19,500 00
Telephone company	4,090 66
Electric Light Company	1,944 28
	25,534 94
Total gross earnings.....	\$1,825,326 79
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of track, structure and superstructure.....	\$31,847 20
Steel rails laid, 16¼ tons.....	505 99
Stations, shops, etc.....	9,100 78
Other expenses for maintenance of way and structures.....	289 27
Total	\$41,743 24
Maintenance of equipment:	
Repairs of locomotives.....	\$43,691 60
Repairs of cars.....	41,507 07
Repairs of machinery and tools.....	1,134 10
Other expenses for maintenance of equipment.....	7,940 93
Total	\$94,273 70
Conducting transportation:	
Wages of conductors and men.....	\$100,623 67
Wages of engineers and firemen, hostlers and wipers.....	200,404 44
Fuel for locomotives.....	230,221 33
Oil and waste.....	7,563 75
Water supply.....	10,921 11
Other train supplies or expenses.....	16,707 83
Wages of station agents and gatemen.....	132,317 27
Wages for labor at stations.....	35,891 42
Station supplies.....	7,608 96
Wages of flagmen and switchmen.....	24,612 83
Other expenses for conducting transportation.....	66,616 33
Total	\$823,478 94
General expenses:	
Salaries of general officers and clerks.....	\$27,233 28
General office expenses and supplies.....	615 68
Stationery and printing.....	5,680 43
Outside agencies and advertising.....	721 70
Legal expenses.....	14,031 54
Damage to property.....	437 65
Injuries to persons.....	7,941 34
Telegraph maintenance and operation.....	1,282 30
Other general expenses.....	13,087 87
Total	\$71,031 79
Grand total operating expenses	\$1,030,527 67

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment	\$26,319,691 56
Current assets, as follows, viz.:	
Cash on hand.....	\$34,054 05
Due by agents.....	30 74
Open accounts.....	35,351 46
Materials and supplies.....	98,717 29
Sundries.....	81,080 10
	294,183 64
	\$26,613,875 20
LIABILITIES.	
Capital stock.....	\$13,283,600 00
Funded debt.....	12,968,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$114,000 00
Audited vouchers and pay-rolls.....	35,956 43
Open accounts.....	49,355 19
Sundries.....	994 62
	200,306 24
Profit and loss (surplus).....	161,908 96
	\$26,613,875 20

REPORT OF THE RAILROAD COMMISSIONERS.

Traffic and Mileage Statistics.

ITEM.	Total.
Number of passengers carried	35,995,537
Passenger train mileage.....	2,788,689 1/4
All other train mileage.....	16,101 1/4
Total train mileage.....	2,804,774

ITEM.	Earnings.	Expenses.	Profit.
Passenger, earnings and expenses (including miscellaneous earnings)	\$1,825,326 79	\$1,030,527 67	\$794,799 12
Average per passenger carried	0507	0286	0221
Average per passenger train per mile	65	35	29

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.
Main line laid, single track	16.91
Second track on main line	16.91
Sidings and turnouts on main line .....	.80
Grand total of tracks, sidings and turnouts.....	34.73

Laid with steel rail, main line..... 16.91

Average life of ties, 8 years; weight of rails per yard—steel, 60 lbs.; gauge of track, 4 feet 8 1/4 inches.

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each in pounds.	No. equipped with patent brake.
Locomotives, 4 drivers	76	\$3,249 10 4,600 00	42,600 45,000	75
First-class passenger cars	230	\$2,950 00	24,900	229
Coal freight cars	8	\$490 00	24,000	8
Flat freight cars	4	452 50	20,000	4
Total.....	12	.....	.....	12

Passenger cars equipped with Eames' vacuum brake.
Split safety switch, Pennsylvania Steel Company's pattern, used on road.

Miscellaneous Statistics.

ITEM.	Entire lbs. in N. Y. Sta.
Telegraph owned and operated by company, miles.....	1.91
Cost of real estate now held by company, exclusive of that used in operation...	\$38,100 55
Total assessed value of real estate and personal property of company.....	156,704 00
Length of steel rails laid during year in repairs, miles .....	.25
Railroads crossing road over or under grade.....	1

Passenger cars are heated by perfected Baker heater, lighted with oil and ventilated by dark roof windows.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	6	2	8
Employees	6	1	7
Others	3	.....	3
Total	15	3	18

EMPLOYEES.

Average number of persons employed (including officials) during the year 1,002
 Aggregate amount of salaries and wages paid them during the year..... \$575,387 32

Officers of the Company.

Name.	Title.	Official Address.
ADOLF LADENBURG	President	31 Sands street, Brooklyn, N. Y.
ANTHONY BARRET	Vice-President	31 Sands street, Brooklyn, N. Y.
FREDERICK UHLMANN	Secretary and Treasurer....	31 Sands street, Brooklyn, N. Y.
O. F. NICHOLS	General Manager	31 Sands street, Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
FREDERICK UHLMANN	New York city.
SIMON UHLMANN	New York city.
ADOLF LADENBURG	New York city.
ERNEST THALMANN	New York city.
EDWARD LAUTERBACH	New York city.
JACOB SCHOLLE	New York city.
WILLIAM STRAUSS	New York city.
SIMON ROTHSCHILD	New York city.
LEONARD LEWISOHN	New York city.
GEORGE W. WINGATE	Brooklyn, N. Y.
ANTHONY BARRETT	Brooklyn, N. Y.
A. J. HARDENBERGH	Brooklyn, N. Y.
EDWARD J. RICHARDS	Brooklyn, N. Y.

Title of company, Brooklyn Elevated Railroad Company.

General offices at 31 Sands street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in January.

For information concerning this report, address Brooklyn Elevated Railroad Company.

FULTON ELEVATED.

LESSOR.

LESSEE — KINGS COUNTY ELEVATED.

(Date of charter, July 6, 1886.)

On the 4th day of February, 1888, a commission, consisting of Thomas S. Moore, George W. Army, George W. Brown, Thomas McGrath and Eugene Doherty, was appointed by Hon. Alfred C. Chapin, mayor of the city of Brooklyn, under authority of chapter 606 of the Laws of 1873, and the acts amendatory thereof, to determine upon the questions involved in the petition of certain householders and taxpayers of the city of Brooklyn for the establishment of a steam elevated railway or railways within said city of Brooklyn.

On the 2d day of June, 1888, the commissioners so appointed determined the necessity for and fixed the routes for certain lines of elevated railways in the said city of Brooklyn, designated as Routes Nos. 1 and 2, and duly organized the Fulton Elevated Railway Company for the purpose of building the same, and to whom assent of the common council was granted. In the month of February, 1890, work was commenced by the company on Route No. 2, and afterwards prosecuted under general contracts, the main work being begun March 24, 1890.

June 1, 1888, a lease was executed between the Fulton Elevated Railway Company and the Kings County Elevated Railway Company, by which the Kings County Elevated Railway Company undertook the operation and maintenance of Route No. 2 of the Fulton Elevated Railway Company, as and when completed and equipped in readiness for use and operation, paying therefor an annual rental of two thousand (\$2,000) dollars, assuring the payment of interest at 5 per cent per annum upon the first mortgage bonds of said Fulton Elevated Railway Company to the extent of \$350,000 of bonds per mile of double track railway, as and when constructed, guaranteeing the payment as well of the principal of said bonds at the expiration of forty years from March 1, 1890, and convenancing sundry other premises and considerations in said lease contained; lease to continue in force for ninety-nine years from June 1, 1889.

A report of the operation of such portions of the Fulton Elevated Railway Company, Route No. 2, as have so far passed under the operation and control of the lessee, appears upon the annual report of the Kings County Elevated Railway Company.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

COMMON STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	3,000	\$300,000	\$300,000

Number of stockholders

27

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds...	Mar. 1, 1889	40	p.c. 5	1909	Per mile. \$550,000	\$1,979,000	*

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Land damages and right of way, including legal expenses.....	\$26,413 58	\$45,958 01
Shops, buildings and fixtures.....	14 00	65,361 55
Fuel and water stations.....		7,053 17
Engineering expenses.....	3,252 51	17,296 59
Interest and discount charged to construction.....	2,920 71	85,328 08
Road built by contract.....	358,300 00	1,979,436 00
Incidentals.....	32 90	
Stationery and printing.....	179 36	
General office expenses and supplies.....	95 47	13,333 51
Other general expenses of construction.....	686 72	
Total cost of road.....	\$391,844 15	\$2,164,625 89
EQUIPMENT.		
+ Locomotives, (one added since last report).....	\$6,070 00	\$6,070 00
+ Passenger cars.....		
Total cost of equipment.....	\$6,070 00	\$6,070 00
Grand total cost of road and equipment.....	\$397,914 15	\$2,170,695 89

* Total bond issue to contractor for construction at rate of \$550,000 per mile.

† Twelve locomotives and fifty cars included in contract price for construction and equipment complete.

FULTON ELEVATED.

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DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Since last report many matters of right of way and land damages existing since the beginning of construction work have been settled and the cost thereof liquidated in the sum of.....	\$26,413 53
Shops, buildings and fixtures improved to extent of.....	14 00
Engineering expenses incident to extension of road to Montauk avenue.....	3,252 51
Interest and discount charged to construction.....	2,930 71
There has been constructed, furnished and equipped 0.672 miles of new structure, which includes 0.041 of crossovers, beginning at column 735 on eastern corner of Schenck avenue and Eastern parkway and continuing to column No. 822 in the middle of block on Eastern parkway between Milford and Logan streets. Upon this additional structure there are four new stations, viz: Montauk avenue, east and west bound, and at Linwood street, east and west bound. The bond issued to contractor for new structure under his contract has been ..	328,300 00
There has also been advanced to him, in cash, as against bills to be rendered for extra work, to wit, station at Linwood street, not included in his contract.....	17,075 00
Total	\$407,975 80

Income Account for Year Ending June 30, 1892.

Rental from Kings County Elevated Railway Company, as lessee, to date.....	\$2,000 00
<i>Deductions from income, as follows, viz.:</i>	
Rentals, offices 346 Fulton street, Brooklyn.....	\$630 00
Taxes on property used in operation of road	382 80
Taxes on earnings and capital stock	450 00
	1,462 80
Surplus for year ending June 30, 1892	\$537 20

General Income Account.

Surplus for year ending June 30, 1892	\$537 20
Salaries general officers and clerks.....	\$370 00
Incidentals	500 00
	1,370 00
Total deficit June 30, 1892.....	\$832 80

DETAILED STATEMENT OF RENTALS.

Rent of general offices at 346 Fulton street, Brooklyn	\$630 00
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$2,170,695 89
Lands and buildings.....	34,500 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$752 17
Open accounts.....	8,093 18
Suspense account.....	1,023 23
J. R. C., personal	17,075 00
J. R. C., contract	93,314 36
J. R. C., special account.....	832 80
Sundries.....	3,461 18
Taxes paid	
Interest on first mortgage bonds.....	
	118,546 92
	\$2,323,742 81

REPORT OF THE RAILROAD COMMISSIONERS

LIABILITIES.

Capital stock.....		\$300,000 00
Funded debt.....		1,979,000 00
Open accounts.....	Received Land and Improvement Company.... \$11,365 39	
	Kings County Elevated Railway Company.... 3,978 42	
		15,343 81
Loans and bills payable.....		29,300 00
Refunded on account of shops, buildings and fixtures	\$109 00	
Deposit by Pullman Car Company	90 00	
		199 00
		<u>\$2,323,742 81</u>

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State
Main line authorized from Fulton street, near Lockman street, to town line of Jamaica, Queens county, L. I.	3
Total of branches or other roads authorized	3.35
Main line laid, single track	2.67
Second track on main line	2.67
Third track on main line .....	.415
Sidings and turnouts on main line	2.75
Grand total of tracks, sidings and turnouts.....	7.540
Laid with steel rail, main line.....	7.540

EQUIPMENT.

	Number owned.
Locomotives, 6 drivers	13
First-class passenger cars	60

Eames' vacuum brake and hand brake on cars; steam brake on engines.
Union Switch and Signal Co. patent split switches on line of road.

Officers of the Company.

Name.	Title.	Official Address
EDWARD L. LANGFORD.....	President	346 Fulton st., Brooklyn, N. Y.
WALTER K. ROSSITER	Vice-President	346 Fulton st., Brooklyn, N. Y.
JOS. E. PALMER, Jr.....	Secretary and Treasurer.....	346 Fulton st., Brooklyn, N. Y.

Directors of the Company.

Name.	Residence
JAMES JOURDAN	Staten Island, N. Y.
JAMES H. FROTHINGHAM	Brooklyn, N. Y.
HENRY J. ROBINSON	New York city.
EDWARD L. LANGFORD	Brooklyn, N. Y.
WALTER K. ROSSITER	Brooklyn, N. Y.
JAMES O. SHELDON	New York city.
GEORGE W. CHAUNCEY	Brooklyn, N. Y.
EDWARD A. ABBOTT	New York city.
WENDELL GORDINIER	New York city.

Title of company, The Fulton Elevated Railway Company.

General office at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, fourth Thursday in June.

For information concerning this report address Joseph E. Palmer, Jr., Secretary

KINGS COUNTY ELEVATED.

(Date of charter, January 8, 1879, by organization.)

The actual construction of the railways of this company was begun on the Fulton street line in the early part of 1886, but the work was speedily interrupted and soon entirely arrested by hostile legal proceedings, assailing the validity of the charter and franchise of the company. This condition continued until March 22, 1887, when a decision of the Court of Appeals, adjudicating the validity of the charter and the completeness of the franchise as to Fulton street, removed all legal impediment to the prosecution of the work, and it was at once resumed with vigor. On the 24th of April, 1888, the construction had so far progressed as to allow of the opening of a section of 8.15 miles, extending between the Fulton ferry and the Brooklyn bridge on the west, and the intersection of Nostrand avenue on the east, for public use. On the thirtieth of May a further section of .68 mile to Albany avenue was opened, and on the twentieth of August a still further section of .37 mile to Utica avenue, thus making 4.15 miles of road operated.

By agreement of lease with the Fulton Elevated Railway Company, this company subsequently took possession of and began to operate so much of the road of the former company as had been completed for traffic, whereby a practical extension of the Fulton street line was secured, reaching from the former city line, above mentioned, into the present Twenty-sixth ward of the city of Brooklyn as far as the junction of East New York and Atlantic avenues, a distance of about five-eighths of a mile, including two stations.

A further extension of the operated line has been secured under the lease with the Fulton Elevated Railway Company; the main line being thereby carried eastward, within the Twenty-sixth ward, to the junction of Schenck avenue and the Eastern parkway, a distance of rather more than three-quarters of a mile. Three new passenger stations have thus been opened to traffic, and the extensive storage yards, coaling and watering stations, and machine and repair shops of the company, brought into full and convenient use.

The general facilities of the road have been enlarged by the construction of coaling and water stations adjacent to the storage yards in the Twenty-sixth ward and the securing of an independent water supply by the building of a well and pumping apparatus at the same point, the whole being upon the leased Fulton road.

Since 1891 an extension of the operated line has taken place, through the construction, by the Fulton Elevated Railway Company of a further section of its leased line on the Eastern Parkway. This newly finished section of about 3,320 feet extended the line from Schenck avenue to Montauk avenue, and included two new stations, at Linwood street and at Montauk avenue, which were opened for traffic February 22, 1892, and March 21, 1894, respectively.

Capital Stock and Funded Debt.

	COMMON.	
	Number of shares.	Total par value.
	Per mile.	Per mile.
Authorized by law or charter.....	5,000	\$500,000
Issued on account of construction and now outstanding.....	32,500	\$3,250,000
Number of stockholders		99

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
* First mortgage bonds.....	July 1, 1885	40	p.c	Jan. & July	Per mile. \$550,000	\$3,377,000
+ Second mortgage bonds	Jan. 25, 1888	50	5	April & Oct.	550,000	3,377,000
Second mortgage coupon scrip..	April 1, 1890	10	4	April 1	506,550	434,700
Total						\$7,188,700

* Of the above issue of first mortgage bonds, \$200,000 bears interest at six per cent.

+ The funding of the interest for the years 1890, 1891 and 1892 on the entire issue of second mortgage bonds in a debenture scrip is still in progress.

: One per cent first year, three per cent second year, five per cent third year, six per cent for seven years after.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to Jan. 30, 1891.
Total cost of road and equipment up to June 30, 1891.....		\$10,016,258 66
Foundation and structure.....	\$172 86	
Land damages.....	77,308 52	
Legal expenses.....	42,220 69	
Grand total cost of road and equipment.....	\$119,701 57	\$10,135,959 65

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$879,886 63
Less operating expenses (excluding all taxes).....		500,159 46
Net earnings from operation.....		\$379,727 15
Income from other sources, as follows, viz.:		
Real estate.....		541 8
Gross income from all sources.....		\$380,269 95
Deductions from income, as follows, viz.:		
Interest on funded debt due and accrued.....	\$187,016 25	
Rentals.....	2,000 09	
Taxes on property used in operation of road.....	\$31,902 90	
Taxes on earnings and capital stock.....	4,639 48	
Taxes other than above.....	1,422 58	
Guaranteed interest on Fulton Elevated Railway bonds.....	87,964 91	
Interest on loans, etc.....	27,016 66	
Real estate in occupancy.....	3,620 90	
	79 05	
		257,697 77
Surplus for year ending June 30, 1892.....		\$62,571 21

General Income Account.

Surplus for year ending June 30, 1892.....	\$62,571 21
Surplus up to June 30, 1891.....	30,992 36
	\$93,564 19
Deduct amounts paid in settlement of taxes on real estate for 1890, and in the matter of municipal taxes, under orders of the Supreme Court.....	93,572 73
Total surplus June 30, 1892.....	\$191 44

DETAILED STATEMENT OF RENTALS

Amount paid to Fulton Elevated Railway Company under lease.....	\$2,000 00
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.		
Passengers.....		\$967,806 60
Advertising.....	\$6,999 96	
Electric wires.....	4,925 07	
Locomotive rental.....	65 00	
		11,990 03
Total gross earnings.....		\$879,886 63

OPERATING EXPENSES.

Maintenance of way and structures:		
Repairs of track and structure.....		\$19,319 26
Repairs of stations, shops, docks, etc.....		4,639 15
Total.....		\$24,457 51
Maintenance of equipment:		
Repairs of locomotives.....		\$21,789 11
Repairs of cars.....		17,557 61
Repairs of machinery and tools.....		1,007 23
Other expenses for maintenance of equipment.....		7,318 26
Total.....		\$48,265 43

KINGS COUNTY ELEVATED.

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Conducting transportation :

Wages of conductors and men.....	\$54,466 90
Wages of engineers and firemen.....	92,619 48
Fuel for locomotives.....	117,908 66
Oil and waste.....	3,096 76
Water supply.....	4,406 91
Other train supplies or expenses.....	18,262 96
Wages of station agents and clerks.....	70,446 40
Wages for labor at stations.....	11,675 50
Station supplies.....	10,982 83
Wages of watchmen, flagmen and switchmen.....	12,670 28
Other expenses for conducting transportation.....	4,606 26

Total \$401,140 32

General expenses :

Salaries of general officers and clerks.....	\$36,472 00
General office expenses and supplies.....	8,774 92
Stationery and printing.....	5,189 27
Outside agencies and advertising.....	17 00
Legal expenses.....	15,632 88
Damage to cattle and property.....	21 60
Injuries to persons.....	300 00
Telegraph maintenance and operation.....	11,290 24
Other general expenses.....	8,628 31

Total \$86,296 92

Grand total operating expenses..... \$560,159 48

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment \$10,135,959 65

Current assets, as follows, viz. :

Cash on hand.....	\$96,326 76
Due by agents.....	146 65
Open accounts.....	83,304 28
Materials and supplies.....	38,202 69
Fundries.....	56,483 44
Second mortgage bond subscription.....	65,200 00
Fulton Elevated Railway construction.....	14,580 53

Deferred interest on second mortgage bonds 854,250 35
434,700 00

\$10,924,910 00

LIABILITIES.

Capital stock \$3,250,000 00
Funded debt..... 7,188,700 00

Current liabilities, as follows, viz. :

Interest on funded debt due and accrued.....	\$94,270 88
Audited vouchers and pay-rolls.....	36,535 72
Open accounts.....	34,477 19
Loans and bills payable.....	306,666 03
Sundries.....	48 12
Mortgage on real estate.....	12,000 00

Profit and loss (surplus) 486,018 66
191 44

\$10,924,910 00

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried 17,357,982
Passenger train mileage 1,128,032

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses.....	\$367,896 60	\$560,159 48	\$307,737 12
Average per passenger carried.....	05	032271	017739

REPORT OF THE RAILROAD COMMISSIONERS.

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line authorized from Fulton ferry to former city line on Fulton street.....	6.14	2.8818	9.0218
Main line laid, single track.....	5.444	2.079	7.523
Second track on main line.....	5.444	2.079	7.523
Third track on main line.....	.870	.359	1.229
Sidings and turnouts on main line.....	.522	2.724	3.246
Grand total of tracks, sidings and turnouts.....	12.280	7.241	19.521
Laid with steel rail, main line.....	12.280	7.241	19.521

Weight of rails per yard -- steel, maximum, 70 lbs.; minimum, 60 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length authorized.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Fulton Elevated Railway....	Fulton and Sack- man sts.....	City Line.....	2.8818	Leased..	2.079	2.079

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	30	13	43	50,000 54,000	43
First-class passenger cars.....	80	50	130	.....	130
Flat freight cars	6	.....	6	16,000	.....
Service cars	2	.....	2	2,000	.....
Total.....	8	.....	8	.....	.....

Passenger cars are equipped with Eames' vacuum brake and link and pin coupler. Lorenz needle switches, with interlocking apparatus. None other in use.

Miscellaneous Statistics.

ITEM.	Entire line
Telegraph owned and operated by company, miles.....	7.53
Road constructed and opened for business during the year, miles.....	

Passenger cars are heated by Martin anti-fire car-heater system, lighted by kerosene lamp and ventilated by Pullman tilting and Gilbert deck ventilators.

KINGS COUNTY ELEVATED.

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NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1	2
Employees	2	2
Total	3	1	4

EMPLOYES.

Average number of persons employed (including officials) during the year, 550
 Aggregate amount of salaries and wages paid them during the year \$371,578 02

Officers of the Company.

Name.	Title.	Official Address.
JAMES JOURDAN	President	346 Fulton street, Brooklyn, N. Y.
WENDELL GOODWIN	Vice-President	346 Fulton street, Brooklyn, N. Y.
JAMES H. FROTHINGHAM	Treasurer	346 Fulton street, Brooklyn, N. Y.
HENRY J. ROBINSON	Secretary	346 Fulton street, Brooklyn, N. Y.
WILLIAM T. GOUNDIE	General Man. and Supt. ..	346 Fulton street, Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
JAMES JOURDAN	Brooklyn, N. Y.
WENDELL GOODWIN	New York city.
HENRY J. ROBINSON	New York city.
EDWARD A. ABBOTT	New York city.
S. NEWTON SMITH	New York city.
AUGUST BELMONT	New York city.
JAMES H. FROTHINGHAM	Brooklyn, N. Y.
JAMES O. SHELDON	New York city.
WILLIAM A. READ	Brooklyn, N. Y.

Title of company, Kings County Elevated Railway Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address James H. Frothingham, Treasurer.

MANHATTAN.

(Date of charter, December 29, 1875.)

Organized November 10, 1875, under the Rapid Transit Act. (Chapter 606, Laws of 1875.)

On May 20, 1879, leased the lines of the New York Elevated Railroad Company and Metropolitan Elevated Railway Company, and on June 4, 1891, the lines of the Suburban Rapid Transit Company.

For the year ending June 30, 1892, there are no changes to report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	300,000	\$30,000,000
Issued in exchange for New York, Metropolitan and old Manhattan stocks	259,029.80	25,902,980
Issued for Suburban Rapid Transit stock	40,000	4,000,000
Total now outstanding	299,029.80	\$29,902,980

Number of stockholders 928

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
Man. Ry. Co. consolidated mortgage....	Apr. 1, 1890	100	4	Apr. and Oct.	*\$40,000,000	\$10,175,000	\$9,157,500
New York El. R. R. first mortgage....	Jan. 1, 1876	30	7	Jan. and July	12,000,000	8,500,000	3,601,630
New York El. R. R. debenture bonds..	Mch. 1, 1886	30	5	Mch. and Sep.	1,000,000	1,000,000	1,000,000
Total.....					"	\$19,675,000	\$13,759,130

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Bridges, superstructure (including ties).....	\$45,156 89	\$18,210,673 87
Land and land damage	922,158 94	
Passenger stations.....	36,085 15	
Legal expenses	96,116 68	
Total cost of road.....	\$1,100,417 36	\$18,210,673 87
EQUIPMENT.		
Locomotives.....		\$653,916 16
Passenger and other cars.....		1,550,636 43
Total cost of equipment		\$2,213,602 59
Grand total cost of road and equipment.....	\$1,100,417 36	\$20,424,276 46

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$10,695,973 59
Less operating expenses (excluding all taxes).....		5,425,346 22
Net earnings from operation.....		\$5,270,627 37
Income from other sources, as follows, viz.:		
For news and advertising privileges	\$125,000 00	
For telegraph privileges	15,000 00	
		140,000 00
Gross income from all sources		\$5,410,627 37
Deductions from income, as follows, viz.:		
Interest on funded debt of New York, Metropolitan and Manhattan Companies due and accrued.....	\$1,907,052 22	
Rentals	10,000 00	
Taxes on property used in operation of road.....	28,015 95	
Taxes on earnings and capital stock	94,579 89	
Taxes on structure and personal property	875,269 81	
		2,414,917 87
Net income from all sources.....		\$2,995,712 50
Payments from net income, as follows, viz.:		
Dividend declared 6 per cent on \$30,000,000 stock.....		1,800,000 00
Surplus for year ending June 30, 1892.....		\$1,195,712 50

* Part of this \$40,000,000 is for the purpose of taking up the several series of prior bonds of the New York Elevated Railroad Company and Metropolitan Elevated Railway Company.

MANHATTAN.

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General Income Account.

Surplus for year ending June 30, 1892.....	\$1,195,712 80
Surplus up to June 30, 1891.....	2,675,845 64
Total surplus June 30, 1892	<u>\$3,871,558 44</u>

DETAILED STATEMENT OF RENTALS.

Interest on New York Elevated Railroad first mortgage bonds.....	\$595,000 00
Interest on New York Elevated Railroad debenture bonds.....	50,000 00
Interest on Metropolitan Elevated Railway first mortgage bonds.....	649,080 00
Interest on Metropolitan Elevated Railway second mortgage bonds.....	240,000 00
Interest on Manhattan Railway consolidated 4 per cent bonds.....	372,972 22
	<u>\$1,907,052 22</u>
Rental to Metropolitan Elevated Railway Company	10,000 00
Total amount of rentals deducted from income.....	<u>\$1,917,052 22</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, all local.....	\$10,684,978 60
Mail.....	5,000 00
From New York and Northern Railway Company for terminal facilities.....	6,000 00
Total gross earnings.....	<u>\$10,695,978 60</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$368,596 34
Steel rails laid, 1,844 tons; cost, \$46,965.56.	
Repairs of structure.....	61,668 62
Repairs of bridges.....	11,669 43
Repairs of stations and shops.....	80,938 51
Other expenses for maintenance of way and structures.....	2,299 07
Total	<u>\$525,163 97</u>

Maintenance of equipment:

Repairs of locomotives.....	\$369,011 19
Repairs of cars.....	256,710 06
Repairs of machinery and tools.....	11,478 07
Other expenses for maintenance of equipment.....	110,544 04
Total.....	<u>\$747,743 36</u>

Conducting transportation:

Wages of conductors and guards.....	\$727,557 14
Wages of engineers and firemen.....	782,798 40
Fuel for locomotives.....	853,066 99
Oil and waste.....	72,898 75
Water supply.....	78,887 08
Other train supplies or expenses.....	49,778 23
Wages of station agents and gatemen.....	482,678 44
Wages for porters at stations.....	59,350 99
Station supplies.....	87,306 17
Wages of couplers, yardmen, flagmen and switchmen.....	152,766 18
Other expenses for conducting transportation.....	261,063 96
Total	<u>\$3,602,967 35</u>

General expenses:

Salaries of general officers and clerks.....	\$191,069 21
General office expenses and supplies.....	37,605 40
Stationery and printing.....	57,774 38
Advertising.....	4,437 38
Legal expenses.....	103,275 80
Damage to property.....	1,005 35
Injuries to persons.....	93,477 45
Telegraph maintenance and operation.....	28,865 44
Other general expenses.....	31,943 75
Total	<u>\$549,473 65</u>

Grand total operating expenses.....	<u>\$5,425,348 38</u>
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REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of New York Elevated road	\$18,210,673 47
Cost of New York Elevated railroad equipment.....	2,213,002 59

Current assets, as follows, viz.:

Stock of other companies	10,411,800 00
Real estate	1,680,840 33
Jay Gould, surety	300,000 00
Leaves of road and equipment	14,014 000 00

Current assets as follows, viz.:

Cash on hand.....	\$1,007,100 28
Bills receivable	1,463,878 47
Due by agents	109 80
Open accounts	5,455,020 50
Materials and supplies.....	300,564 41
Sundries.....	1,395,465 50
	<u>9,622,136 76</u>
	<u>\$56,433,003 55</u>

LIABILITIES.

Capital stock	\$29,902,500 00
Funded debt.....	19,673,000 00
Stock agreement of August 1, 1884.....	8,840 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$149,889 70
Dividends unpaid	45,290 00
Audited vouchers and pay-rolls.....	618,374 04
Open accounts.....	84,243 44
Sundries	241,429 68
	<u>1,099,026 86</u>
Convertible bond certificates.....	1,976,000 00
Profit and loss (surplus)	3,877,586 69
	<u>\$56,433,003 55</u>

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried	213,682,745
Passenger train mileage.....	9,106,570

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail and miscellaneous earnings).....	\$10,695,978 50	\$5,425,348 33	\$5,270,630 17
Average per passenger carried.....	05	0254	0246
Average per passenger train per mile.....	1 20	62	58

ITEM.

All k l.

Computed on earnings from carrying passengers only.

Com .

Average rate received per mile for carrying passengers, all classes.....

Description of Road and Equipment.

TRACK.	Miles owned, all in N. Y. State N. Y. E. R. R.	MILES LEASED, ALL IN NEW YORK STATE.		Total miles, all in N. Y. State.
		Metropol- itan E. Ry.	Suburb'n branch.	
Main line authorized from South Ferry to Harlem river.....	13.61	17.94	14.90	46.45
Total of branches or other roads, authorized.....	.71	.14	6.42	7.27
Main line laid, single track.....	13.61	17.94	3.74	35.29
Branches, or other roads, laid single track.....	.71	.14	.....	.85
Total single track.....	14.32	18.08	3.74	36.14
Second track on main line.....	13.61	17.94	3.74	35.29
Second track branches, or other roads.....	.71	.14	.....	.85
Total second track.....	14.32	18.08	3.74	36.14
Third track on main line.....	4.65	4.69	.14	9.48
Sidings and turnouts on main line.....	6.05	9.49	2.40	17.94
Siding and turnouts on branches or other roads.....	.41	.01	.....	.42
Total sidings and turnouts.....	6.46	9.50	2.40	18.36
Grand total of tracks, sidings and turnouts.....	39.75	50.35	10.02	100.12
Laid with steel rail, main line.....	37.92	50.06	10.02	98.00
Laid with steel rail, branches or other roads.....	1.83	.29	.....	2.12

Average life of rails—steel, 15 years; average life of ties, 10 years; weight of rails per yard—steel, maximum, 90 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR OTHER ROAD.	From	To	Entire length in New York city.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
New York Elev. R. R..	South Ferry.....	83d street to 9th ave. (one-half only from 53d st.)....	5.53	Owned.	6.62	6.62
	South Ferry.....	Harlem river and 3d ave.....	8.08	Owned.	12.34	12.34
	City Hall.....	Chatham square (one-half only from intersection of Chambers street).....	.22	Owned.	.25	.25
	34th street and 3d avenue.....	34th street and East river..	.31	Owned.	.42½	.42½
	42d street and 3d avenue.....	Grand Central Depot.....	.18	Owned.	.24	.24
			14.32	.....	19.87½	19.87½
Metropolitan Elev. Ry.	Morris and New Church.....	59th street and 6th avenue.	4.83	Leased.	5.74½	5.74½
	Chatham square	129th street and 3d avenue.	7.44	Leased.	9.58	9.58
	53d street and 6th avenue.....	139th street and 8th avenue (one-half only from 53d street to 83d street).....	5.26	Leased.	9.26	9.26
	Intersection of Chatham and Chambers sts..	Chatham square (one-half)	.14	Leased.	.14½	.14½
	Pearl and Beaver streets.....	Chatham square (one-half)	.41	Leased.	.44½	.44½
			18.08	.....	25.17½	25.17½
Suburban Rapid Transit Railway.....	129th street and 3d avenue.....	177th street and 3d avenue.	3.74	Leased.	5.01	5.01

Description of Road and Equipment — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each in lbs.	Average life of each in years.	No. equipped with patent brake.
Locomotives, 4 drivers	158	176	334	\$4,267	{ *45,680 +59,000	15	34
First-class passenger cars	452	595	1,047	2,710	{ *26,150 +26,960	.....	1,047
Service cars	14	15	29	808	26,040	.....	29

Passenger cars equipped with Eames' vacuum brake and standard draw-bar link and pin.
Twenty towers at junctions and terminals equipped with Lorenz safety switch, and in almost constant use.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Telegraph owned and operated by company, miles	37
Cost of real estate now held by company, exclusive of that used in operation....	\$274,809
Total assessed value of real estate and personal property of company, N. Y..	
\$4,475,050; Man., \$10,095,833	14,570,883
Length of steel rails laid during year in repair, miles.....	26 27-100

Passenger cars are heated by steam, principally Gold's patent, lighted with oil and ventilated by tipping sash in deck roof and Creamer ventilators.
The United States government pays \$5,000 per annum for transportation of mails over all lines operated by this company on Manhattan island.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers .....	.....	3	3
Employees	8	6	14
Others.....	1	.....	1
Total	9	9	18

EMPLOYES.

Average number of persons employed (including officials) during the year	5,100
Aggregate amount of salaries and wages paid them during the year	\$3,437,214 71

Officers of the Company.

Name.	Title.	Official Address.
JAY GOULD.....	President.....	71 Broadway, N. Y. city.
GEORGE J. GOULD.....	First Vice-President	71 Broadway, N. Y. city.
FRANK K. HAIN.....	Second Vice-President and General Manager.	71 Broadway, N. Y. city.
DANIEL W. MCWILLIAMS...	Secretary and Treasurer.....	71 Broadway, N. Y. city.
E. F. J. GAYNOR	Auditor	71 Broadway, N. Y. city.
CHAS. F. MCFADDIN.....	General Ticket Agent	71 Broadway, N. Y. city.
JOHN WATERHOUSE.....	Chief Engineer.....	71 Broadway, N. Y. city.

Directors of the Company.

Name.	Residence.
CHESTER W. CHAPIN.....	New York city.
T. C. EASTMAN.....	New York city.
JAY GOULD.....	New York city.
GEORGE J. GOULD.....	New York city.
EDWIN GOULD.....	New York city.
ROBERT M. GALLOWAY.....	New York city.
FRANK K. HAIN.....	New York city.
J. PIERPONT MORGAN.....	New York city.
RUSSELL SAGE.....	New York city.
SAMUEL SLOAN.....	New York city.
SIMON WORMSER.....	New York city.

* Manhattan.

† Suburban.

MANHATTAN.

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Title of company, Manhattan Railway Company.
General offices at 71 Broadway, New York.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, second Wednesday in November.
For information concerning this report, address Manhattan Railway Company.

METROPOLITAN ELEVATED.

(Date of charter, June 17, 1872.)

The Metropolitan Elevated Railway Company is the successor of the Gilbert Elevated Railway Company, which was incorporated under chapter 885, Laws of 1872.
The lines of this company are leased to the Manhattan Railway Company, under an agreement dated May 20, 1879.
For the year ending June 30, 1892, there are no changes to report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
*Authorized by law or charter and issued to the New York Loan and Improvement Company for road built, per contract.....	65,000	\$6,500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.		INTEREST.	Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	July 10, 1878	30	P.C. 6	Jan. and July...	\$10,818,000	\$10,818,000
Second mortgage	Nov. 1, 1879	20	6	March and Nov.	4,000,000	4,000,000
Total					\$14,818,000	\$14,818,000

NOTE.—\$8,500,000 first mortgage bonds were issued to the New York Loan and Improvement Company for road built, per contract; \$2,318,000 first mortgage and \$4,000,000 second mortgage were issued to the Manhattan Railway Company to complete the construction and equipment.

Cost of Road and Equipment.

Total cost up to June 30, 1892.

Ballast, bridges, superstructure (including ties), rails, land, land damages, passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations, engineering expenses, interest and discount charged to construction, road built by contract, purchase of constructed road, telegraph line.....	Stock	\$6,500,000
	Bonds	14,818,000
Grand total cost of road and equipment		\$21,318,000

* Only \$93,900 of this stock remains outstanding, the large majority having been exchanged for Manhattan Railway Company consolidated capital stock.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Rental from Manhattan Railway Company	\$10,000 00
Interest account.....	348 41
* Gross income from all sources.....	\$10,348 41

General Income Account.

Surplus for year ending June 30, 1892	\$10,348 41
Surplus up to June 30, 1891.....	70,400 41
Total surplus June 30, 1892	\$80,748 82

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$21,818,000 00
Other permanent investments, viz.:	
Legal deposit for appeal	22,458 34
Current assets, as follows, viz.:	
Cash on hand.....	\$25,833 15
Sundries.....	33,664 83
	59,497 98
	\$21,409,952 72

LIABILITIES.

Capital stock	\$20,500,000 00
Funded debt.....	14,618,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$60 00
Dividends unpaid	11,005 90
	11,065 90
Profit and loss (surplus)	80,748 82
	\$21,409,952 72

Officers and Directors of the Company.

Same as the Manhattan Railway Company, ante.

Title of company, Metropolitan Elevated Railway Company.

General offices at 71 Broadway, New York city.

Date of close of fiscal year, June 30.

For information concerning this report, address Manhattan Railway Company.

SEA VIEW.

(Date of charter, June 14, 1896.)

This road was formerly the Coney Island Elevated Railway, which was sold at foreclosure April 21, 1893; the purchasing parties then organized the present company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	5,000	\$250,000 00
Issued on account of purchase of road.....	3,808	\$190,120 00
Issued for scrip	12.05	602 50
Total now outstanding	3,815.05	\$190,722 50
Grand total of common stock now outstanding		\$190,722 50
Number of stockholders.....		

* See report of Manhattan Railway Company for further income.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Jan. 1, 1887	20	p. c. 6	July & Jan.	\$150,000	\$27,500	\$27,500

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Purchase of constructed road, with stock		\$190,752 54
Pavillon	\$268 12	268 12
Cash cost of road and equipment to June 30, 1891		24,577 91
Total cost of road and equipment	\$268 12	\$215,598 57

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$13,730 58
Less operating expenses (excluding all taxes)	11,028 31
Gross income from all sources	\$2,702 27
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$1,328 47
Taxes on property used in operation of road	784 22
Taxes on earnings and capital stock	79 04
	2,141 73
Surplus for year ending June 30, 1892	\$560 54

General Income Account.

Surplus for year ending June 30, 1892	\$560 54
Surplus up to June 30, 1891	5,508 14
Total surplus June 30, 1892	\$6,068 68

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, local	\$13,730 58
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OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and structure	\$2,077 60
Repairs of stations, shops, docks, etc.	73 79
Total	\$2,151 39

Maintenance of equipment:

Repairs of locomotives	\$1,167 09
Repairs of cars	71 35
Total	\$1,238 44

REPORT OF THE RAILROAD COMMISSIONERS.

Conducting transportation:

Wages of conductors and men	\$896 00
Wages of engineers and firemen	1,525 37
Fuel for locomotives	800 50
Oil and waste	284 13
Water supply	172 27
Other train supplies or expenses	100 00
Wages of station agents and clerks	739 25
Station supplies	103 46
Wages of watchmen, flagmen and switchmen	277 75
Electric lights	232 50

Total \$5,019 23

General expenses:

Salaries of general officers and clerks	\$900 00
General office expenses and supplies	346 58
Stationery and printing	6 75
Rent	1,300 00
Insurance	206 00

Total \$2,619 25

Grand total operating expenses \$11,638 51

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$215,502 57
Current assets, as follows, viz.:	
Cash on hand	9,732 59
	<u>\$225,235 16</u>

LIABILITIES.

Capital stock	\$190,732 54
Funded debt	27,800 00
Open accounts	1,010 94
Profit and loss (surplus)	6,692 68
	<u>\$226,235 16</u>

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried	291,866
Number of passengers carried one mile	291,866
Passenger train mileage	24,540

ITEM.	Earnings.	Expenses.	Profit
Passenger earnings and expenses (including miscellaneous earnings)	\$13,730 58	\$11,028 21	\$2,702 27
Average per passenger carried	047	0377	0098
Average per passenger per mile	047	0377	0098
Average per passenger train per mile	564	4524	11 16

ITEM.

At local
Cent.

Computed on earnings from carrying passengers only	
Average rate received per mile for carrying passengers, all classes	4.79

Description of Road and Equipment.

TRACK.

Miles owned all
in N. Y. St. a.

Main line laid from Brighton Beach to West Brighton Beach, Coney Island, single track	1
Second track on main line	1
Sidings and turnouts on main line	3
Total sidings and turnouts	2.3
Laid with iron rail, main line	1

Average life of rails—iron, 5 years; average life of ties, 5 years; weight of rails per yard—iron, 60 lbs; gauge of track, 4 feet 8½ inches.

Description of Road and Equipment -- (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	2	800 <i>Feet.</i>
Wooden trestles.....	3	4,400
Total.....	5	5,200

EQUIPMENT.	Number owned.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	7	7	.....
First-class passenger cars.....	7	7	7

Eames' vacuum brake and Granger's automatic coupler used on cars.
Wharton split switches only on road.

Miscellaneous Statistics.

ITEM.	Entire line in N. Y. State.
Railroads crossing road under grade.....	2
Highway crossings under grade	4

Passenger cars are summer cars; no heating required. Cars are lighted with kerosene and ventilated by ventilation in roof.

EMPLOYES.

Average number of persons employed (including officials) during the year.....	23
Aggregate amount of salaries and wages paid them during the year	\$7,071 70

Officers of the Company.

Name	Title.	Official Address.
F. A. SCHROEDER.....	President.....	Brooklyn, N. Y.
I. M. BON	Treasurer.....	Brooklyn, N. Y.
WM. FINLEY.....	Superintendent and M. of M....	Flatbush, N. Y.
GEO. VARRELMANN.....	Secretary	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
I. M. BON	Brooklyn, N. Y.
F. A. SCHROEDER	Brooklyn, N. Y.
JAMES JOURDAN.....	Brooklyn, N. Y.
E. L. LANGFORD.....	Brooklyn, N. Y.
JOSEPH FAHYS.....	Brooklyn, N. Y.
FELIX CAMPBELL.....	Brooklyn, N. Y.
JESSE JOHNSON	Brooklyn, N. Y.
H. C. MANGLES	Brooklyn, N. Y.
A. R. JOHNSON.....	Brooklyn, N. Y.
ALONZO SLOTE	Brooklyn, N. Y.
D. H. VALENTINE	Brooklyn, N. Y.
H. VON DEIBEN	Brooklyn, N. Y.
GEO. VARRELMANN.....	Brooklyn, N. Y.

Title of company, Sea View Railroad.

General offices at Flatbush, N. Y.

Date of close of fiscal year, September 30

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report, address Wm. Finley, Superintendent and M. of M.

SUBURBAN RAPID TRANSIT.

LESSOR.

LESSEE—MANHATTAN.

The Suburban Rapid Transit Company was organized under chapter 606 of the Laws of 1873, known as the Rapid Transit Act, by commissioners appointed by the mayor of the city of New York, on the 6th day of March, 1880, the certificate of such organization having been filed in the office of the Secretary of State of New York on the 19th day of October, 1880, and a duplicate thereof in the office of the clerk of the county of New York on the 28th day of October, 1880.

The bridge across the Harlem river at One Hundred and Twenty-ninth street and Second avenue, the joint structure (a four-track viaduct) from the north end of the bridge to One Hundred and Thirty-second street, and the stem line from One Hundred and Thirty-second street to One Hundred and Forty-third street (making in all 0.96 miles) has been completed, and the same was opened to the public on the 17th day of May, 1886, and has been running regularly since.

The rights, franchises, etc., of the New York, Fordham and Bronx Railway Companies were acquired under leases dated March 17, 1886, and subsequently by merger agreements dated April 9th and 27th, 1886 (certificates of which were duly filed with the Secretary of State and Register of New York county).

Contracts were then let for the masonry and superstructure for an elevated structure on Third avenue under the rights and franchises of said companies. Of the said companies one was organized under chapter 140 of the Laws of 1850, and the other under chapter 606 of the Laws of 1875, designated the Bronx and Fordham Companies respectively.

During 1887 the road was extended from One Hundred and Forty-third street, between Willis and Alexander avenues, to One Hundred and Sixty-first street and Third avenue, making in all (One Hundred and Twenty-ninth street, south side of river, to One Hundred and Sixty-first street and Third avenue), 2.16 miles.

Subsequently the road was extended from One Hundred and Sixty-first street and Third avenue to One Hundred and Seventieth street and Third avenue (the northern boundary of the twenty-third ward). Still later, the connection between Second and Third avenues in One Hundred and Twenty-ninth street was completed.

On June 4, 1891, the Manhattan Railway Company leased and began operating the lines of this company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	66,000	\$6,600,000	.....
Issued for actual cash.....	6,000	600,000	\$600,000
Issued for stock of Fordham and Bronx Co.'s ..	418.65	41,865	.....
Issued on account of construction.....	22,581.35	2,258,135	.....
*Total now outstanding.....	40,000	\$4,000,000	.....

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1891.
Grading	\$622 44
Bridges.....	205,905 22
Superstructure (including ties)	53,349 06
Land	505,331 34
Fences	2,571 41
Passenger stations.....	26,718 25
Engine and car houses	46,985 00
Fuel and water stations	2,000
Engineering expenses	159,428
On account road built by contract	81,118
Telegraph line.....	216
Elevated structure	243,239
Buildings	2,836
Miscellaneous construction (other than above)	228,309
Total cost of road.....	\$1,569,848

* The capital stock of this company has been exchanged for a like amount (\$4,000,000) of Manhattan Railway consolidated capital stock.

SUBURBAN RAPID TRANSIT.

679

EQUIPMENT.

Locomotives.....	\$46,786 35
Passenger cars.....	61,008 78
Total cost of equipment.....	\$107,795 13
Grand total cost of road and equipment.....	\$1,677,640 19

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$1,569,845 06
Cost of equipment.....	107,795 13
<i>Other permanent investments, as follows, viz.:</i>	
New Jersey Railway Construction Company.....	2,342,880 83
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$54,916 14
Open accounts.....	5 77
Materials and supplies.....	7,928 53
	62,850 44
	\$4,083,371 46

LIABILITIES.

Capital stock.....	\$4,000,000 00
Open accounts.....	1,535 20
Bonds and mortgages.....	10,509 00
Profit and loss (surplus).....	71,336 26
	\$4,083,371 46

Officers and Directors of the Company.

See report of Manhattan Railway Company, Lessee, ante.

Title of company. The Suburban Rapid Transit Company.

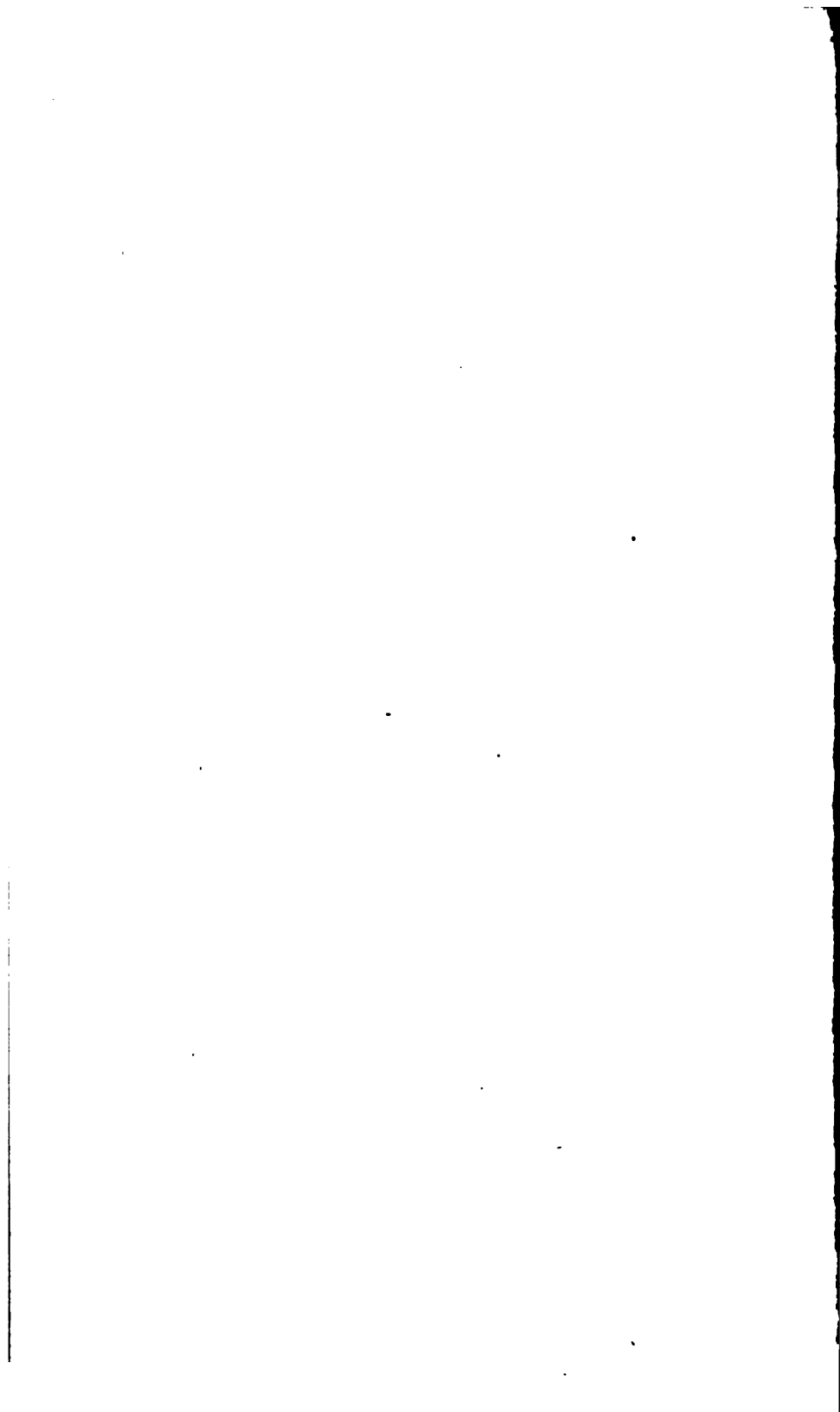
General offices with Manhattan Railway Company, 71 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, see report of Manhattan Railway Company, lessee.

For information concerning this report address Manhattan Railway Company.

REPORTS
OF THE
PALACE-CAR AND SLEEPING-CAR
COMPANIES.



MANN'S BOUDOIR CAR COMPANY.

(Date of charter, July 11, 1881.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	10,000	\$1,000 000
Issued for actual cash and on account of construction.....	1,000	\$100,000
Issued for patents	9,000	900,000
Total now outstanding.....	10,000	\$1,000 000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds.....	July 1, 1886	20	p.c. 6	Jan. & July	\$700,000	\$700,000

Cost of Equipment.

Sleeping and parlor cars	Total cost up to June 30, 1892. \$918,755 87
--------------------------------	---

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$148,758 70
Less operating expenses (excluding all taxes)	195,588 87
Net loss from operation	\$46,830 17
<i>Loss from other sources, as follows, viz.:</i>	
Buffet service.....	\$2,456 26
Loss on manufacture at Ludlow shops.....	5,349 70
	7,805 96
Gross loss from all sources.....	\$54,636 13
<i>Additions to loss, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$42,000 00
Taxes on property used in operation.....	199 02
	42,199 03
Deficit for year ending June 30, 1892.....	\$96,835 16

General Income Account.

Deficit for year ending June 30, 1892.....	\$96,835 16
Deficit up to June 30, 1891	158,994 31
Total deficit June 30, 1892.....	\$255,829 47

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers, through and local \$148,758 70

OPERATING EXPENSES.

Maintenance of equipment:

Repairs of cars \$89,886 23
 Other expenses for maintenance of equipment, etc 30,069 06
 Total \$119,955 29

Conducting transportation:

Wages of conductors and men \$25,000 16
 Train supplies or expenses 19,808 23
 Wages and expenses of station agents and clerks 16,977 96
 Total \$61,786 35

General expenses:

Salaries of general officers and clerks, general office expenses and supplies, stationery and printing \$9,565 07
 Legal expenses 594 27
 Other general expenses 20,643 94
 Total \$30,803 28

Grand total operating expenses \$195,588 57

General Balance Sheet June 30, 1892.

ASSETS.

Cost of cars \$318,755 57

Other permanent investments, as follows, viz.:

Patents \$905,942 48
 Cost of shops at Ludlow, Ky 9,460 95
 914,712 43

Current assets, as follows, viz.:

Open accounts \$1,496 67
 Materials and supplies 35,456 38
 36,953 05
 Profit and loss (deficiency) 255,859 47
 \$2,126,220 22

LIABILITIES.

Capital stock \$1,000,000 00
 Funded debt 700,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued \$147,000 00
 Audited vouchers and pay-rolls 326 28
 Open accounts 278,034 54
 425,360 82
 \$2,126,220 22

Traffic and Mileage Statistics.

ITEM.

Number of passengers carried 102,732

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$148,758 70	\$195,588 57	\$46,829 87
Average per passenger carried	1 45	1 91	

Traffic and Mileage Statistics — (Continued).

EQUIPMENT.	Total number.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class sleeping and parlor cars.....	56	\$16,406 25	{ 62,000 to 75,000 }	56	56

Cars are equipped with Westinghouse air brake and Janney, Miller and Cowell couplers and are heated by Baker heater, lighted with oil and ventilated by Mann's patent ventilators.

Miscellaneous Statistics.

EMPLOYEES.

Average number of persons employed (including officials) during the year..... 171
Aggregate amount of salaries and wages paid them during the year..... \$82,337 79

Officers of the Company.

Name.	Title.	Official Address.
T. H. WICKES	President	Chicago, Ill.
S. W. BRETZFIELD.....	Vice-President and Pur. Agent.....	New York city.
C. A. GARCERON.....	General Superintendent.....	Chicago, Ill.
E. A. JEWETT.....	Assistant Superintendent.....	Chicago, Ill.
GEO. M. GRAY.....	General Ticket Agent	Chicago, Ill.
S. WILSON	Secretary	New York city.
A. S. WEINSHETTER	Treasurer	Chicago, Ill.
J. S. RUNNELS	General Counsel	Chicago, Ill.
F. C. N. ROBERTSON.....	Auditor	Chicago, Ill.
GEO. GOLDSMITH.....	Acting Commissary.....	Chicago, Ill.

Directors of the Company.

Name.	Residence.
T. H. WICKES.....	Chicago, Ill.
S. W. BRETZFIELD.....	New York city.
SAMUEL WILSON.....	New York city.
W. A. RANSON.....	New York city.
EDWARD C. MEEKER.....	New York city.
JAMES MARTIN.....	Philadelphia, Pa.
J. H. SIMS.....	Jersey City, N. J.
H. A. JAMES.....	Jersey City, N. J.

Title of company, Mann's Boudoir Car Company.

General offices at Chicago, Ill.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report, address F. C. N. Robertson, Auditor.

WAGNER PALACE-CAR.

This statement includes all the operations of the company (a joint-stock association) in sixteen States and the Dominion of Canada.

Gross earnings.....	\$3,558,295 70
* Expenses paid.....	8,455,562 66
Gross income from all sources	\$102,733 04

For information concerning this report, address James D. Taylor, Secretary and Treasurer, New York city.

* Includes betterments and building of new cars.

REPORTS
OF
SURFACE STREET RAILROAD COMPANIES.

ALBANY.

(Date of charter, September 14, 1863.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	7,500	\$750,000	.....
Issued for actual cash	2,009.8	\$300,980	.....
Issued on account of construction and equipment	5,490.2	549,020	.....
Total now outstanding	7,500	\$750,000	\$301,887 45

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	Jan. 1, 1905	5 p.c.	Jan. 1 & July 1	\$40,000	.....
Second mortgage.....	May 1, 1893	7	Nov. 1 & May 1	20,000	.....
Third mortgage.....	July 1, 1895	7	Jan. 1 & July 1	28,500	.....
Fourth mortgage.....	Mar. 1, 1905	6	Mar. 1 & Sept. 1	11,500	.....
Fifth mortgage.....	Sept. 1, 1913	5	Mar. 1 & Sept. 1	50,000	.....
Consolidated mortgage.....	Jan. 1, 1930	5	Jan. 1 & July 1	350,000	.....
Debenture bonds.....	Nov. 1, 1901	6	Nov. 1 & May 1	200,000	.....
North and East Greenbush Horse Railroad Co. bonds	May 1, 1911	5	Nov. 1 & May 1	30,000	.....
Total.....	.....	.....	.....	\$730,000	\$668,883 79

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Road-bed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure; electric appliances pertaining to road and superstructure; right of way.	\$66,961 06	\$445,352 90
Real estate.....	.....	85,339 46
Buildings and fixtures, exclusively used for electric purposes; all other buildings and fixtures.....	5,197 16	123,363 88
Interest and discount charged to construction	42,784 57	74,772 70
Total cost of road	\$114,942 81	\$678,828 94

Cost of Road and Equipment—(Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Horses, harness, cars, other than motor cars.....	\$26,251 80	\$87,536 98
Motor cars and fixtures.....	71,521 29	672,450 16
Wagons, trucks, snow-plows and sleighs		61,732 98
Total cost of equipment	\$97,773 09	\$821,740 00
Grand total cost of road and equipment.....	\$212,715 90	\$1,500,568 94

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

During the year there was expended for rails, ties, chairs, spikes, cartage, labor, sand, paving blocks, switches, crossovers, etc., used in the new track on Clinton avenue and used in strengthening track on other streets made necessary by the change from horse cars to electric cars			\$66,961 08
Additions and betterments to buildings			5,197 16
Interest on temporary loans and discount on debenture bonds			42,784 97
Horse cars, horses and entire equipment of the North and East Greenbush Horse Railroad Company, less cars and old material sold			26,251 80
Ten open car bodies, ten box car bodies, twenty-five trucks, forty full electric car equipments and other fixtures			71,521 29
			<u>\$212,715 90</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$263,922 09
Less operating expenses (excluding all taxes)	167,111 43
Net earnings from operation	\$106,841 66
<i>Income from other sources, as follows, vis.:</i>	
Turnpike	1,940 94
Gross income from all sources	<u>\$104,781 50</u>

Deductions from income, as follows, vis.:

Taxes on property used in operation of road, on earnings and capital stock and all other taxes	\$10,622 68
Interest on funded debt due and accrued	26,825 92
Rentals	8,700 33
North and East Greenbush Horse Railroad transfers	211 20
Bridge toll.....	3,295 45
	<u>50,315 58</u>
Net income from all sources	<u>\$43,565 92</u>

Payments from net income, as follows, vis.:

Dividends declared, 6 per cent on capital stock.....	45,000 00
Surplus for year ending June 30, 1892.....	<u>\$385 92</u>

General Income Account.

Surplus for year ending June 30, 1892	\$385 1
Deficit up to June 30, 1891	16,732 1
Total deficit June 30, 1892.....	<u>\$16,108 4</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	<u>\$263,922 09</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$10,991 34
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures.....	492 00
Repairs of buildings and fixtures, exclusively used for mechanical power.....	26,176 48
Repairs of all other buildings and fixtures.....	3,130 00
Repairs of cars (not motors) and other vehicles, repairs of motor cars and fixtures.....	8,440 34
Repairs of harness and stable equipment, horseshoeing, renewals of horses and mules, provender (including expenses of grinding) including hostlers, etc.....	68,086 80
Salaries of general officers and clerks.....	21,197 53
Wages of conductors and drivers on horse cars and motor men on cars propelled by mechanical traction, watchmen, starters, switchmen, roadmen, etc.....	851 56
Wages of engineer, firemen and all other employed at power-house and car house and supplies used at power house and car house.....	10,309 44
Light and fuel, other than at power house.....	97 36
Fuel used at power house and car house.....	233 15
Water tax.....	481 65
Damages to persons and property.....	2,125 41
Legal expenses.....	6,899 61
Advertising, printing and office expenses.....	1,808 05
Insurance.....	1,506 72
Removal of snow and ice.....	
Contingencies.....	
Total operating expenses.....	\$161,111 43

RENTALS

Rental items consists of office rent, etc.....	\$473 33
Rental of Watervliet Turnpike and Railroad Company.....	8,396 00
	\$8,799 33

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$678,828 94
Cost of equipment.....	831,740 00
<i>Other permanent investments, as follows, viz.:</i>	
Watervliet Turnpike and Railroad Company's bonds.....	20,359 50
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$16,591 89
Open accounts.....	456 56
Supplies on hand.....	37,211 27
	54,259 22
Profit and loss (deficiency).....	16,166 44
	\$1,591,354 10

LIABILITIES.

Capital stock.....	\$750,000 00
Funded debt.....	729,393 04
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$31,259 37
Bills payable.....	90,000 00
Open accounts.....	701 69
	111,961 06
	\$1,591,354 10

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches.....	12.578
Sidings on main line and branches.....	3.974
Total length of all tracks and sidings owned.....	16.552
Total length of all tracks and sidings leased.....	15.536
Grand total length of all tracks and sidings owned and leased.....	32.088
Weight of rail per yard.....	50 to 72 lbs.
Gauge of track.....	4 ft. 8½ ins.
Number of box cars, not motors.....	24
Open cars, not motors.....	4
Horses.....	29
Number of motor cars (seven extra bodies).....	69
Schedule time making trip one way.....	22¼ & 45 mins.
Cars are run.....	Every 2¼ to 5 mins.
Rate of fare per passenger.....	5, 6, 8 & 10 cts.
Rate of passengers carried in cars during year.....	5,177,814
Number of employees (including officials) during year.....	275

REPORT OF THE RAILROAD COMMISSIONERS.

Salaries, Wages, Etc., of Officers and Employees.

	OFFICERS AND CLERKS.	Annual salary.
General manager.....		\$3,000 00
Superintendent.....		1,900 00
Cashier.....		884 60
Bookkeepers.....		1,800 00
Clerks.....		1,972 40

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$1 96
Drivers.....	12	1 86
Starters.....	12	1 80
Watchmen.....	12	\$1 30 and 1 50
Switchmen.....	10	1 50
Roadmen.....	10	1 65
Hostlers.....	10	1 30
Blacksmiths.....	10	2 00 and 2 25
Painters.....	10	2 00 and 2 50
Engineers.....	8	2 00 and 3 00
Firemen.....	8	2 00
Oilers.....	8	1 50
Motor repairers.....	10	1 50 and 1 75
Linemen.....	10	1 50 and 2 50
Carpenters.....	10	2 50 and 3 00

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	2	.....	2
Others, not employes.....	8	2	10
Total.....	10	2	12

Officers of the Company.

Name.	Title.	Official Address.
ROBERT C. PRUTY.....	President.....	Quail and West sts., Albany, N. Y.
JAMES MCCREDIE.....	Secretary.....	Quail and West sts., Albany, N. Y.
JOHN McNAMARA.....	Treasurer.....	Quail and West sts., Albany, N. Y.
JOHN J. O'CONNOR, E. S. FASSETT..	Superintendents..	Quail and West sts., Albany, N. Y.

Directors of the Company.

Name.	Residence.
ROBERT C. PRUTY.....	Albany, N. Y.
ANTHONY N. BRADY.....	Albany, N. Y.
JOHN W. McNAMARA.....	Albany, N. Y.
JAMES H. MANNING.....	Albany, N. Y.
A. BLEECKER BANKS.....	Albany, N. Y.
JAMES ROONEY.....	Albany, N. Y.
ANDREW S. DRAPER.....	Albany, N. Y.
JAMES MCCREDIE.....	Albany, N. Y.
J. IRVING WENDELL.....	Albany, N. Y.
WILLIAM McEWAN.....	Albany, N. Y.
JOHN G. MYERS.....	Albany, N. Y.
SIMON W. ROSENDALE.....	Albany, N. Y.
ELNATHAN SWEET.....	Albany, N. Y.

Title of company, The Albany Railway.

General offices at Quail and West streets, Albany, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in October.

For information concerning this report, address John W. McNamara, Treasurer.

AMSTERDAM.

(Date of charter, February 5, 1873.)

Organized under the act of 1850. Run until December 20, 1890, as a horse railroad; since that time as an electric system. It also supplies electricity from its power station under contract with the Amsterdam Arc Light Company and the Edison Electric Light and Power Company of Amsterdam. Consent of common council to change of motive power April 16, July 2 and September 5, 1890. Consent of Railroad Commissioners July 22, 1890, and June 8, 1891.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	Number of shares.	Total Par value.
Authorized by law or charter	2,500	\$250,000
Issued for actual cash	550	\$55,000
Issued on account of construction, franchise, right of way, real estate, power station, etc.	1,950	195,000
Total now outstanding	2,500	\$250,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage	Oct. 1, 1920	p.c. 6	Oct. & April	\$150,000	\$150,000 00
First mortgage	Oct. 1, 1920	6	Oct. & April	20,000	16,689 49

Cost of Road and Equipment.Total cost up to
June 30, 1892.

* Road built by contract, property and real estate secured, and equipment furnished under contract \$436,753 53

Income Account for Year Ending June 30, 1892.

Gross earnings from operation \$43,301 95
Less operating expenses (excluding all taxes) 31,247 30
Gross income from all sources \$12,054 65

Deductions from income, as follows, viz.:

Taxes on earnings and capital stock \$578 74
Interest on funded debt due and accrued 4,500 00
5,078 74

Net income from all sources \$6,975 91

Payments from net income, as follows, viz.:

Dividends declared one per cent on capital stock 2,500 00

Surplus for year ending June 30, 1892 \$4,475 91

General Income Account.

Surplus for year ending June 30, 1892 \$4,475 91
Surplus up to June 30, 1891 429 12
Surplus prior to January 1, 1891 766 57
\$5,671 60

Amount charged off to profit and loss \$65 56
Interest and discount 59 74
125 30

Total surplus June 30, 1892 \$5,546 30

* This investment includes power-station, car houses, equipment, etc., including generating apparatus for electric current to be supplied by our company under its contract with other companies.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$32,755 46
Sales of current, electric light contracts.....	20,646 40
Total gross earnings.....	<u>\$43,301 95</u>
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$516 23
Repairs of buildings and fixtures.....	2,053 62
Repairs and renewals of cars, motors and other vehicles.....	2,036 76
Salaries of general officers and clerks.....	3,300 39
Wages of conductors and motor men.....	6,890 86
Wages of engineer, firemen and other employes at power house.....	3,565 10
Wages of watchmen, starters, switchmen, roadmen, etc.....	183 60
Light and fuel other than at power house.....	100 73
Fuel, light and other supplies used at power house.....	9,036 01
Water tax.....	553 02
Damages to persons and property.....	85 82
Legal expenses.....	8 25
Rent.....	45 00
Advertising, printing and office expenses.....	1,124 11
Insurance.....	630 87
Removal of snow and ice, car cleaning.....	
Contingencies, miscellaneous, labor, renewals.....	1,190 98
Total operating expenses.....	<u>\$31,347 30</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment.....	\$486,753 53
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,228 62
Bills receivable.....	3,574 19
Open accounts.....	12,352 64
Supplies on hand.....	3,139 10
	<u>\$457,348 25</u>
LIABILITIES.	
Capital stock.....	\$350,000 00
Funded debt.....	170,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt.....	3,000 00
Dividends unpaid.....	110 00
Open accounts.....	27,367 47
Sundries.....	1,124 51
Profit and loss (surplus).....	5,546 30
	<u>\$457,348 25</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Henrietta street to Elk street.....		2.41
Single track, Rockton line, from Division street to Meadow street.....		.63
Single track, branch, from Meadow street to Rockton (in process, awaiting consents of owners) about.....		2.50
Total length of single track on main line and branches.....		<u>5.54</u>
Weight of rail per yard.....	45 lb=	
Gauge of track.....	4 ft. 8 1/4 in	
Number of box cars, not motors.....		
Open cars, not motors.....		
Horses.....		
Number of motor cars.....		
Sleighs.....		
Schedule time making trip one way.....	20 min	
Cars are run.....	Every 10 min	
Rate of fare per passenger, 5 cents; 24 tickets, \$1; school and commission tickets, 34 for \$1.		
Number of passengers carried in cars during year.....	540,657	
Average number of employes (including officials) during year.....		

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Manager.....		\$1,500 00
Electrician.....		1,200 00
Bookkeeper.....		780 00
Stock clerk.....		468 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$1 50
Motormen.....	12	1 50
Inspectors.....	12	*75 00
Watchmen.....	12	*45 00
Switchmen.....	12	1 50
Hostlers.....	12	1 50
Engineers.....	12	*60 00
Fireman.....	12	*45 00
Lineman.....	12	*30 00 to 55 00

Officers of the Company.

Name.	Title.	Official Address.
J. H. McCLEMENT	President	No. 44 Broad street, N. Y. city.
F. J. SPRAGUE	Vice-President	No. 15 Wall street, N. Y. city.
THOMAS D. MOSSCROP.....	Secretary and Treasurer.....	No. 44 Broad street, N. Y. city.
JAMES R. SNELL.....	Manager	Amsterdam, N. Y.

Directors of the Company.

Name.	Residence.
JOHN H. McCLEMENT.....	Brooklyn, N. Y.
JOHN S. WISE.....	New York city.
THOMAS D. MOSSCROP.....	Philadelphia, Pa.
ROBERT L. HARRISON.....	New York city.
GEO. H. FEASONS.....	New York city.
EUGENE H. LEWIS.....	New York city.
ARTHUR S. BEVES.....	New York city.
J. S. PAGE.....	New York city.
EDWARD H. JOHNSON.....	New York city.
FRANK J. SPRAGUE.....	New York city.
J. H. VAIL.....	New York city.
HENRY W. HOBSON.....	Denver, Col.

Title of company, Amsterdam Street Railroad Company.

General offices at No. 44 Broad street, New York city.

Local offices at 102 East Main street, Amsterdam, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in December.

For information concerning this report, address J. H. McClement, President.

ATLANTIC AVENUE—(Brooklyn).

(Date of charter, May 1, 1872.)

This road as it stood May 1, 1872, with its superstructure, including iron, land, buildings and fixtures, cars, horses, harness and equipments of every kind, was purchased on that date subject to \$456,800 outstanding amount of funded and mortgage debt and certain leases from and to other corporations. The road formerly belonged to the Brooklyn and Jamaica Railway Company.

This company leased to the Long Island Railroad Company for a term of years from June 1, 1877, all that portion of its road lying in Atlantic avenue, east of a line 250 feet east of the easterly side of Flatbush avenue in the city of Brooklyn, to Jamaica in the county of Queens, reserving the right to run cars along the southerly side of Atlantic avenue as far easterly as the easterly line of Washington avenue.

That company will report for the business done thereon, and pay all taxes and assessments thereon.

The Atlantic Avenue Company has acquired the capital stock of the South Brooklyn Central Railroad Company; also the rights, franchises, tracks, buildings and equipment of the city vision of the Prospect Park and Coney Island Railroad Company. This and future reports of the operation of the foregoing properties will be comprised under the corporate name of the Atlantic Avenue Railroad Company of Brooklyn.

* Per month.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	40,000	\$2,000,000 00	.....
Issued for actual cash	8,877	\$443,879 89	\$443,879 89
Issued on account of construction	4,300	210,000 00	.....
Issued for real estate	4,059	247,950 00	.....
Issued for equipment	2,479	123,950 00	.....
Issued additional to stockholders	946	47,270 11	.....
Issued for Brooklyn and Jamaica stock	814	40,700 00	.....
Issued for Adams street franchise	600	30,000 00	.....
Total now outstanding	22,875	\$1,143,750 00	\$443,879 89

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
Atlantic Avenue Railroad Company, of Brooklyn	May 1, 1894	p.c.	May & Nov.	\$140,000	\$121,510 87
Atlantic Avenue Railroad Company general mortgage bonds	Oct. 1, 1909	5	Apr. & Oct.	759,000	781,362 80
Atlantic Avenue Railroad Company consolidated gold bonds	Oct. 1, 1931	5	Apr. & Oct.	550,000	559,120 00
South Brooklyn Central Railroad Co. first mortgage bonds	Aug. 1, 1897	7	Feb. & Aug.	125,000	.....
South Brooklyn Central Railroad Co. second mortgage bonds	Aug. 1, 1897	6	Feb. & Aug.	150,000	.....
Prospect Park and Coney Island Railroad Company bonds	— —, 1894	5	July 1, Jan. 1	420,000	.....
Real estate mortgage, Atlantic Ave- nue Railroad Company .....	.....	.....	.....	106,000	106,000 00
Real estate mortgage, South Brooklyn Central Railroad Company .....	.....	.....	.....	3,500	.....
Total .....	.....	.....	.....	\$2,253,500	.....

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appli- ances pertaining to road and superstructure	\$9,887 12	\$273,851 15
Electric appliances pertaining to road and superstructure	93,934 22	9,405 45
Right of way .....	.....	30,000 00
Real estate	160,650 99	1,102,911 12
Buildings and fixtures, exclusively used for electric purposes ..	5,012 05	5,012 05
All other buildings and fixtures	830 66	296,840 02
Purchase of constructed road	536,667 62	779,400 22
Total cost of road	\$806,041 66	\$2,597,519 94
EQUIPMENT.		
Horses	\$18,579 38	\$239 52
Harness .....	.....	23 82
Cars, other than motor cars	18,894 00	3 52
Alarm registers .....	.....	19 00
Wagons, trucks, snow-plows, sleighs	2,071 00	14 11
Total cost of equipment	\$41,144 38	\$601 77
Grand total cost of road and equipment	\$847,186 04	\$3,199,096 71

ATLANTIC AVENUE.

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DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extending line on Park avenue.....	\$8,887 12
Electric appliances pertaining to road and superstructure, building new track...	93,934 22
Property purchased for electric power house and Ninth avenue and Park avenue depots	\$187,946 73
Less on account of sale of East New York and Central avenue property.....	27,295 74
On account of construction of power station.....	160,650 99
Merging the South Brooklyn Central and the Prospect Park Division into Atlantic Avenue Railroad proper.....	5,012 05
Horses, increase in value.....	536,667 62
Increase in value of cars, wagons, trucks, snow-plows, etc.....	18,579 88
New trucks and wagons.....	18,824 00
Buildings and fixtures: Addition to office building, etc.....	2,071 00
	889 66
Total	\$847,186 04

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$777,658 87
Less operating expenses (excluding all taxes).....	700,640 64
Net earnings from operation.....	\$77,018 23
<i>Income from other sources, as follows, viz.:</i>	
Rent received for track.....	62,836 73
Rent received for real estate.....	8,874 61
Purchase, sale and exchange of bonds.....	9,105 00
Profit, sale of real estate.....	30,624 45
Gross income from all sources	\$188,459 02
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$16,715 73
Taxes on dividends.....	1,500 00
Taxes on earnings and capital stock	4,024 05
Taxes other than above.....	1,012 66
Interest on funded debt due and accrued.....	94,244 99
Interest and discount.....	8,229 51
Interest on mortgages.....	3,683 06
Rent paid for track.....	3,073 31
	133,983 31
Net income from all sources	\$54,475 71
<i>Payments from net income, as follow, viz.:</i>	
Dividends declared, 6 per cent on capital stock.....	68,794 75
Deficit for year ending June 30, 1892	\$14,319 04

General Income Account.

Deficit for year ending June 30, 1892.....	\$14,319 04
Surplus up to June 30, 1891.....	162,019 85
Total surplus June 30, 1892	\$147,700 81

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$774,925 95
Signs in cars.....	2,732 92
Total gross earnings.....	\$777,658 87
OPERATING EXPENSES.	
Repairs of roadbed and track	\$15,897 21
Repairs of buildings and fixtures	6,005 95
Repairs of cars and other vehicles	27,595 10
Repairs of harness and stable equipment.....	6,000 85
Horseshoeing.....	17,509 56
Renewals of horses.....	48,248 58
Provvender (including expense of grinding).....	180,415 16
Salaries of general officers and clerks.....	20,858 55
Wages of conductors and drivers on horse cars.....	242,223 95
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	91,438 76
Light and fuel.....	4,801 14
Water tax.....	1,034 31
Damages to persons and property	9,081 74
Legal expenses.....	4,710 74
Advertising, printing and office expenses.....	10,428 06
Insurance.....	4,833 68
Removal of snow and ice.....	2,632 89
Contingencies.....	5,579 08
Repairs of alarm registers	1,225 63
Total operating expenses.....	\$700,640 64

General Balance Sheet June 30, 1892.

ASSETS		
Cost of road		\$2,507,506 18
Cost of equipment.....		601,727 18
<i>Other permanent investments, as follows, viz.:</i>		
South Brooklyn Central railroad stock		143,375 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$815,856 79	
Mortgage receivable	14,800 00	
Open accounts	49,890 43	
Supplies on hand.....	81,928 89	
		606,171 10
		<u>\$3,947,871 41</u>
LIABILITIES.		
Capital stock	\$1,143,750 00	\$1,268,750 00
Brooklyn Central Railroad Company	126,000 00	
Funded debt.....	2,144,000 00	2,253,500 00
Mortgage	109,500 00	
<i>Current liabilities as follows, viz.:</i>		
Interest on funded debt, accrued.....	27,585 94	
Bills payable	243,915 83	
Open accounts	6,418 83	
		277,920 60
Profit and loss (surplus)		147,700 81
		<u>\$3,947,871 41</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, South Ferry to Greenwood, via Fifth avenue.....		3.5
Single track, main line from Fulton ferry to Atlantic avenue, via Adams street.....		1.5
Single track, branch, from Atlantic avenue and Fifth avenue to Butler street and New York avenue.....		1.75
Single track, branch, from Flatbush and Seventh avenue to Ninth avenue and Twentieth street		2.
Single track, branch, Fifteenth street and Hamilton avenue to Fifteenth street and Ninth avenue.....		1.
Single track, branch, Atlantic avenue and Boerum place to Hoyt and Bergen streets.....		.5
Single track, branch, Adams and Frost streets to and in Water street.....		.25
Single track, branch, Hamilton avenue and Hicks street to Atlantic avenue and Hicks street.....		1.
Single track, branch, from Ninth avenue and Twentieth street to Park avenue and Concord street, and from Navy and Park avenue to Adams street.....		3.35
Single track, branch, Rochester avenue to Columbia street.....		4.5
Length of single track on main line and branches.....		19.25
Second track on main line and branches		18.5
Sidings on main line and branches.....		.5
Total length of all tracks and sidings owned.....		<u>38.25</u>
<i>Length of railway actually leased and operated by this company:</i>		
Single track from Washington and Lark avenues to Bushwick avenue and from Bushwick avenue and Jefferson street to Central avenue.....		1.57
Second track and sidings leased,		1.58
Total length of all tracks and sidings leased.....		<u>3.15</u>
Grand total of single tracks and sidings owned and leased		<u>41.</u>
Weight of rails per yard	47 to 60 lbs.	
Gauge of track.....	4 feet 8 3/4 in.	
Number of box cars		1
Open cars		1
Horses.....		1
Schedule time making trip one way.....	{ From 22 to minutes. Every 25 1/2 10 minutes according time of da	
Cars are run.....		
Rate of fare per passenger:		
Adults	5 cent	
Children	3 cent	
Number of passengers carried in cars during year	16,269	
Average number of employees (including officials) during year.....		

Salaries, Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	*	\$3 00
Drivers	*	2 00
Starters	9	2 00
Watchmen	10	†\$12 25 to 13 00
Roadmen	10	1 50 to 2 00
Hostlers	10	1 50 to 1 75
Inspectors		2 50
Car cleaners	10	1 50 to 1 75
Tow boys	10	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2		2
Others, not employees	3	2	5
Total	5	2	7

Officers of the Company.

Name.	Title.	Official Address.
WM. RICHARDSON	President.	Brooklyn, N. Y.
WM. J. RICHARDSON	Secretary and Superintendent.	Brooklyn, N. Y.
NEWBERRY H. FROST	Treasurer	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
WM. RICHARDSON	Brooklyn, N. Y.
FREDERICK A. SCHROEDER	Brooklyn, N. Y.
NEWBERRY H. FROST	Brooklyn, N. Y.
BENJAMIN F. TRACY	Brooklyn, N. Y.
SAMUEL W. BOWNE	Brooklyn, N. Y.
JAMES H. KIRBY	Brooklyn, N. Y.
WILLIAM J. RICHARDSON	Brooklyn, N. Y.
JOHN G. JENKINS	Brooklyn, N. Y.
JOSEPH O'BRIEN	Brooklyn, N. Y.
WM. F. REDMOND	Brooklyn, N. Y.
WM. H. WALLACE	Brooklyn, N. Y.
DAVID W. BINNS	Brooklyn, N. Y.
CORNELIUS N. HOAGLAND	Brooklyn, N. Y.

Title of company, The Atlantic Avenue Railroad Company of Brooklyn.

General office at corner Atlantic and Third avenues, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, fourth Tuesday in April.

For information concerning this report, address Wm. J. Richardson, Secretary.

AUBURN CITY.

(Date of charter, October 1, 1886.)

The East Genesee Street and Seward Avenue Railroad, chartered, April 15, 1871.

The Auburn and Owasco Lake Railroad, chartered April 15, 1871.

Operated under respective names until October 1, 1886, when they were consolidated under the name of the Auburn City Railway Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	2,000	\$50,000

* According to law.

† Per week.

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Two hundred bonds of \$1,000 each.	August 1, 1910	p.c. 6	Feb. 1. & Aug 1	\$300,000	\$190.00

Cost of Road and Equipment.

ROAD	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$2,983 76	\$22,686 59
Electric appliances pertaining to road and superstructure.....	8,469 19	10,506 21
Right of way.....		1,209 05
Real estate.....	177 20	17,457 20
Buildings and fixtures exclusively used for electric purposes....	7,616 87	38,204 13
All other buildings and fixtures.....	2,454 40	8,364 35
Interest and discount charged to construction.....		22,470 25
Relaying track.....		9,009 57
Road built by contract.....		11,679 73
Purchase of constructed road.....		50,000 00
Total cost of road.....	\$16,701 42	\$217,137 39
Less charged to profit and loss.....		8,000 00
		\$214,137 39
EQUIPMENT.		
Horses.....		\$2,317 73
Harness.....		491 73
Cars, other than motor cars.....		6,282 41
Motor cars and fixtures.....	\$4,469 29	23,073 09
Wagons, trucks, snow-plows, sleighs.....	5 00	340 00
Total cost of equipment.....	\$4,474 29	\$43,213 60
Less charged to profit and loss.....		11,344 30
		\$31,869 30
Grand total cost of road and equipment.....	\$31,175 71	\$245,456 36

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$32,551 93
Less operating expenses (excluding all taxes).....		25,618 00
Net earnings from operation.....		\$6,933 93
Income from other sources, as follows, viz.:		
Interest.....	\$153 50	
Rents.....	176 90	
		330 40
Gross income from all sources.....		\$7,264 33
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road.....	\$339 86	
Taxes on earning- and capital stock.....	108 68	
Interest on funded debt due and accrued.....	17,291 44	
		17,739 98
Deficit for year ending June 30, 1892.....		\$10,471 55

AUBURN CITY.

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General Income Account.

Deficit for year ending June 30, 1892	\$10,471 57	
Surplus up to June 30, 1891	2,293 35	
		\$8,178 22
Items charged to profit and loss from cost of road and equipment,	\$14,894 56	
Items charged to profit and loss from stocks, etc.	608 36	
	\$15,502 86	
Credit to profit and loss from stocks, etc.	1,640 91	
		13,861 95
Total deficit June 30, 1892		\$22,040 17

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers		\$32,426 93
Advertising in cars	\$50 00	
Sale of standing grass	75 00	
		125 00
Total gross earnings		\$32,551 93

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures	\$348 82
Repairs of buildings and fixtures exclusively used by mechanical power	205 87
Repairs of motor cars and fixtures	3,258 54
Repairs of harness and stable equipment	12 25
Horseshoeing	105 40
Provender (including expense of grinding)	470 75
Salaries of general officers and clerks	1,925 00
Wages of conductors, drivers on horse cars, motormen, watchmen, starters, switchmen, roadmen, hostlers, etc	13,087 77
Light and fuel and supplies used at power house	2,008 29
Water tax	125 57
Legal expenses	257 64
Advertising, printing and office expenses	177 20
Insurance	614 08
Removal of snow and ice	53 92
Contingencies	3,087 85
Total operating expenses	\$35,618 90

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$214,137 20
Cost of equipment	31,381 10
Current assets, as follows, viz.:	
Bills receivable	110 00
Open accounts	155 62
Supplies on hand	4,470 18
Sundries	688 15
Profit and loss (deficiency)	22,040 17
	\$272,892 42

LIABILITIES.

Capital stock	\$50,000 00
Funded debt	200,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt	\$3,551 94
Interest due and accrued	5,000 00
	7,551 94
Bills payable	12,384 60
Open accounts	2,792 83
Cash overdrawn	163 05
	\$272,892 42

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Seward avenue to foot of Wall street	2.5
Single track, branch, from Genesee street to foot of lake	2.75
Single track, branch, from Genesee street to Ross street	1.10
Total length of single track on main line and branches	6.35
Sidings on main line and branches .....	.30
Total length of all tracks and sidings owned	6.65

Weight of rails per yard	45 and 47 lb.
Gauge of track	4 ft. 8 1/4 in.
Number of box cars, not motors	8
Open cars, not motors	3
Horses and mules	5
Number of motor cars	7
Schedule time making trip one way	30 minutes
Cars are run	Every 30 to 30 minutes
Rate of fare per passenger	Cash, 5 cents; tickets, 4 1-4 cents
Number of passengers carried in cars during year	677,825
Average number of employees (including officials) during year	31

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Superintendent and secretary		\$900 00
Clerk		300 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	11	\$1 50
Watchmen	12	1 75
Roadmen	10	1 50
Engineers	8 1/2	2 25
Firemen	9	2 80

Officers of the Company.

Name.	Title.	Official Address.
CHARLES E. EDDY	President	Boston, Mass.
A. H. UNDERWOOD	Secretary and Superintendent	Auburn, N. Y.
JAY E. STORKE	Treasurer	Auburn, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES E. EDDY	Boston, Mass.
HENRY E. COBB	Boston, Mass.
GEORGE UNDERWOOD	Auburn, N. Y.
JAY E. STORKE	Auburn, N. Y.
FRED. E. STORKE	Auburn, N. Y.
GEORGE H. NYE	Auburn, N. Y.
D. A. SMITH	Auburn, N. Y.

Title of company, The Auburn City Railway Company.

General offices at Auburn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information concerning this report, address A. H. Underwood, Secretary.

BABYLON.

(Date of charter, April 15, 1871.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,000	\$25,000	.....
Issued for actual cash and now outstanding	224	5,000	\$5 00

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails	\$250 00	\$11,154 96
Total cost of road.....		\$11,154 96
EQUIPMENT.		
Cars.....		\$1,100 00
Grand total cost of road and equipment....	\$250 00	\$12,254 96

* DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Labor in repairing track.....	\$50 00
Repairing and painting cars.....	200 00
Total.....	\$250 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$847 90
Less operating expenses (excluding all taxes)	1,396 00
Deficit for year ending June 30, 1892.....	\$548 10

General Income Account.

Deficit for year ending June 30, 1892.....	\$548 10
Deficit up to June 30, 1891.....	872 76
Total deficit June 30, 1892.....	\$920 86

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$847 90
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$50 00
Repairs of cars	200 00
Two horses hired.....	210 00
Wages of conductors and drivers on horse cars.....	676 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	210 00
Rent of car buildings.....	50 00
Total operating expenses.....	\$1,396 00

† General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$11,154 96
Cost of equipment.....	1,100 00
Current assets as follows, viz.:	
Supplies on hand	12,250 96
Profit and loss (deficiency)	648 10
	\$25,054 02

LIABILITIES.

Capital stock	\$5,600 00
Current liabilities, as follows, viz.:	
Bills payable	12,428 79
Profit and loss (surplus)	7,025 23
	\$25,054 02

* This is wrong; these items also charged to operating expenses.— R. R. Commissioners.
 † Published as reported, evidently incorrect.— R. R. Commissioners.

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Montauk railroad depot to steamboat dock.....		1.58
Weight of rail per yard.....	60 lbs.	
Gauge of track.....	4 ft. 9 in.	
Number of box cars.....	3	
Open cars.....	1	
Horses and mules.....	Hired.	
Schedule time making trip one way.....	10 minutes	
Cars are run.....	12 times a day each way.	
Rate of fare per passenger.....	5 and 10 cents.	
Number of passengers carried in cars during year.....	16,355	
Average number of employes (including officials) during year.....	6	

Wages, Etc., of Employes.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	8	\$2 00
Drivers.....	8	2 00
Roadmen.....	8	2 00

Officers of the Company.

Name.	Title.	Official Address.
WASHINGTON F. NORTON.....	President.....	Babylon, L. I., N. Y.
JOSEPH M. SAMMIS.....	Secretary.....	Babylon, L. I., N. Y.
JOHN R. REID.....	Treasurer.....	Babylon, L. I., N. Y.
DAVID S. S. SAMMIS.....	Superintendent.....	Babylon, L. I., N. Y.

Directors of the Company.

Name.	Residence.
DAVID S. S. SAMMIS.....	Babylon, L. I., N. Y.
JOHN R. REID.....	Babylon, L. I., N. Y.
JOSEPH M. SAMMIS.....	Babylon, L. I., N. Y.
WASHINGTON F. NORTON.....	Babylon, L. I., N. Y.
EDWARD M. SAMMIS.....	Babylon, L. I., N. Y.
EDWARD DODD.....	Babylon, L. I., N. Y.

Title of company, The Babylon Railroad Company.

General offices at Babylon, Suffolk county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in April.

For information concerning this report, address W. F. Norton, President.

BINGHAMTON.

(Date of charter, March 24, 1890)

The Washington Street and State Asylum Railroad Company filed its articles for charter October 23, 1871, and construction was commenced in 1872. Chapter 55 of the Laws of 1873 is referred to as containing one source of its rights and privileges.

The Park Avenue Railroad Company was constructed in 1875: its articles for a charter were not filed until May 6, 1882.

The Washington Street and State Asylum railroad, from the time of its construction, as well as also said Park Avenue railroad, was leased to one Mr. Stow until the consolidation of said two roads. Articles of consolidation of said two roads forming "The Washington Street Asylum and Park Railroad Company," under chapter 106 of the Laws of 1875, were filed October 4, 1875.

The Binghamton Central Railroad Company filed its articles for a charter February 23, 1881, and construction of the road commenced in 1883. Articles of extension were filed June 23, 1883. The City Railway Company was organized in 1893, and articles for charter filed December 1, 1893. Road constructed in 1894.

Articles for the consolidation and merger of the Washington Street, Asylum and Park Railroad Company, the Binghamton Central Railroad Company, and the City Railway Company, forming "Binghamton Street Railroad Company," under chapter 106 of the Laws of 1875, were duly filed on the 24th day of March, 1890.

The road is operated with electricity under the "Sprague system."

BINGHAMTON.

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Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,600	\$160,000 00	.....
Issued for actual cash	16 2-16	\$1,612 50	\$1,612 50
Issued on account of construction	818 12-16	81,375 00	.....
Issued for constructed roads	1,185 5-16	118,681 25	.....
Total now outstanding	1,465 3-16	\$146,518 75	\$1,612 50

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	April 1, 1910	p.c. 6	Apr. 1 & Oct. 1	\$300,000	\$194,700

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$4,098 78	\$165,787 51
Appliances pertaining to road and superstructure	122 00	27,609 18
Right of way.....	100 00	1,023 85
Real estate.....	19 77	7,287 30
Buildings and fixtures, exclusively used for electric purposes...	581 26	1,443 35
All other buildings and fixtures.....	104 15	8,813 76
Interest and discount charged to construction	1,568 02	10,739 69
Road built by contract.....	.....	60,601 40
Purchase of constructed road.....	13 27	11,561 01
Total cost of road.....	\$6,602 30	\$294,887 06

EQUIPMENT.		
Horses		\$2,735 00
Harness.....	\$22 24	138 95
Cars, other than motor cars	234 20	21,796 47
Motor cars and fixtures.....	5,500 19	76,400 33
Engines and machinery.....	273 89	8,178 09
Wagons, trucks, snow-plows, sleighs.....	544 96	1,106 44
Total cost of equipment	\$6,574 93	\$106,844 28
Grand total cost of road and equipment.....	\$13,177 18	\$400,281 83

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Rebuilding with girder rail, etc	\$4,098 73
New switches, crossovers, etc.	192 60
Articles in pavements concession by the city	100 00
Filling and grading lands	19 77
Additions and conveniences at station	532 28
Car and horse barn conveniences	194 18
Interest and discount charged to construction	1,568 02
Cash balance due in "purchase of constructed roads" at the time of last report,	13 27
Harness	29 34
New fixtures and bodies	284 30
New fixtures, electrical equipment, wheels, axles and car parts and bodies	5,500 19
New boilers and engine parts	273 30
Wagons, cutter and track cleaners	544 98
Total	\$13,177 18

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$45,394 92
Less operating expenses (excluding all taxes)	31,669 42
Net earnings from operation	\$13,725 50
<i>Income from other sources, as follows, viz.:</i>	
Advertising, etc	1,311 71
Gross income from all sources	\$14,637 21
<i>Deduction from income, as follows, viz.:</i>	
Taxes on property used in operation of road, on earnings and capital stock and all other taxes	\$1,394 78
Interest on funded debt due and accrued	8,074 70
	9,469 48
Surplus for year ending June 30, 1892	\$5,167 73

General Income Account.

Surplus for year ending June 30, 1892	\$5,167 73
Surplus up to June 30, 1891	11,666 41
Total surplus June 30, 1892	\$17,034 14

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$45,394 92
-----------------------	-------------

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures	\$379 62
Repairs of buildings and fixtures	1 25
Repairs of cars (not motors) and other vehicles	46 13
Repairs of motor cars and fixtures	1,988 22
Repairs of harness and stable equipment	8 27
Horse shoeing	354 30
Proxender (including expense of grinding)	2,341 90
Salaries of general officers and clerks	1,920 00
Wages of conductors and drivers on horse cars and electric cars	7,368 02
Wages of motor men on cars propelled by mechanical traction	5,792 22
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	4,395 16
Light and fuel	350 53
Fuel, wages of engineer and supplies used at power house	4,910 22
Damages to property	36 70
Legal expenses	62 00
Advertising, printing and office expenses	607 54
Insurance	516 02
Removal of snow and ice	146 22
Contingencies	108 55
Oil and waste	420 90
Total operating expenses	\$37,929 42

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$395,112 65
Cost of equipment	105,944 28
<i>Current assets, as follows, viz.:</i>	
Cash on hand	608 35
Open accounts	1,367 35
Supplies on hand	525 94
Stock in hands of treasurer	13,491 25
	\$416,545 38

BINGHAMTON.

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LIABILITIES.

Capital stock	\$160,000 00
Funded debt	200,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	26,938 80
Open accounts	12,542 69
Profit and loss (surplus)	17,064 84
	<hr/>
	\$416,545 33

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line	11.67
Single track branch .....	.60
	<hr/>
Total main line and branches	12.27
Sidings on main line and branches .....	.75
	<hr/>
Total length of all tracks and sidings owned	13.02
Weight of rails per yard	25, 35 and 40 lbs. T rail, and 62-lb. girder.
Gauge of track	4 feet 8½ in.
Number of box cars, not motors	5
Open cars, not motors	11
Horses and mules	18
Number of motor cars	13
Schedule time making trip one way, average	45 minutes.
Cars are run	Every 15 minutes in summer, every 30 to 30 minutes in winter.
Rate of fare per passenger	Cash 5 cents, tickets 4 cents.
Number of passengers carried in cars during year, average	973,340
Number of employees (including officials), during year	37

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

	Annual salary.
Treasurer	\$1,000 00
Superintendent	1,500 00
Clerk	250 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages.
Conductors	12	*\$1 50
Drivers	14	+40 00
Starters	14	+15 00
Watchmen	19	+10 00
Roadmen	10	+50 00
Hostlers	14	+35 00
Motormen	12	*1 50

Officers of the Company.

Name.	Title.	Official Address.
G. T. ROGERS	President	Binghamton, N. Y.
C. O. ROOT	Secretary	Binghamton, N. Y.
JOHN B. ROGERS	Treasurer	Binghamton, N. Y.
J. P. E. CLARK	Superintendent	Binghamton, N. Y.

Directors of the Company.

Name.	Residence.
G. T. ROGERS	Binghamton, N. Y.
J. P. E. CLARK	Binghamton, N. Y.
T. S. ROGERS	Binghamton, N. Y.
J. B. LANDFIELD	Binghamton, N. Y.
C. O. ROOT	Binghamton, N. Y.
GEORGE WHITNEY	Binghamton, N. Y.
A. S. BEVES	44 Broad street, New York city.

Title of company, Binghamton Street Railroad Company.

General offices at Strong block, Binghamton, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in July.

For information concerning this report, address John B. Rogers, Treasurer.

* Per day.

† Per month.

‡ Per week.

BINGHAMTON AND PORT DICKINSON.

LESSOR.

LESSEE — N. L. OSBORN.

(Date of charter, May 1, 1868.)

Organized and chartered May 1, 1868, under existing Railroad Laws of that time. Capitalized at \$60,000, leased to N. L. Osborn for ten years, January 1, 1888. Animal power only is used in operation.

This lease was in existence up to and including date of this report, June 30, 1892.

Capital Stock.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	600	\$60,000 00
Issued on account of construction.....	271.645	\$27,164 50
Issued for land and buildings.....	328.355	32,835 50
Total now outstanding.....	600	\$60,000 00

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost of road up to June 30, 1892.
Roadbed*, superstructure and rails.....	\$2,362 55	\$23,511 25
Right of way.....	51 50	51 50
Real estate.....	32,835 50	32,835 50
Total cost of road.....	\$25,229 55	\$26,573 25

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Pavement.....	\$2,362 55
Consents, etc.....	51 50
Land and buildings, with Glenwood car barns.....	32,835 50
Total.....	\$25,229 55

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz. :

Rentals.....	\$3,800 00	
Interest.....	572 22	
		\$3,672 22

Deductions from income, as follows, viz. :

Taxes on property used in operation of road and all other taxes...	\$1,553 38	
Office expenses.....	82 73	
		1,636 11

Net income from all sources..... \$2,036 21

Payments from net income, as follows, viz:

*Dividends declared, 5.83 per cent on capital stock.....	1,553 38
Surplus for year ending June 30, 1892.....	\$482 53

* This is the dividend issue on stock issued at time of last dividend. Balance of stock issued for land and buildings since that date, viz., about November 10, 1891.

General Income Account.

Surplus for year ending June 30, 1892.....	\$452 53
Surplus up to June 30, 1891:	
*Cash balance.....	1,427 74
*Former surplus.....	4,800 51
Total surplus June 30, 1892.....	<u>\$6,740 77</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$66,078 33
Current assets, as follows, viz.:	
Cash on hand.....	68 54
	<u>\$66,740 77</u>
LIABILITIES.	
Capital stock.....	\$60,000 00
Profit and loss (surplus).....	6,740 77
	<u>\$66,740 77</u>

Officers of the Company.

Name.	Title.	Official Address
JOHN EVANS.....	President.....	Binghamton, N. Y.
JOHN B. ROGERS.....	Secretary.....	Binghamton, N. Y.
C. J. KNAPP.....	Treasurer.....	Binghamton, N. Y.
J. P. E. CLARK.....	Superintendent.....	Binghamton, N. Y.

Directors of the Company.

Name.	Residence.
G. T. ROGERS.....	Binghamton, N. Y.
JOHN EVANS.....	Binghamton, N. Y.
C. J. KNAPP.....	Binghamton, N. Y.
C. Z. OTIS.....	Binghamton, N. Y.
J. G. OSTON.....	Binghamton, N. Y.
F. E. ROSS.....	Binghamton, N. Y.
J. P. E. CLARK.....	Binghamton, N. Y.

Title of company, Binghamton and Port Dickinson Railroad Company.

General offices at Strong block, Binghamton, N. Y.

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, first Monday in August.

For information concerning this report, address G. T. Rogers, Vice-President.

BINGHAMTON AND PORT DICKINSON.

LESSEE.

† Cost of Equipment.

	Total cost.
Horses.....	\$3,750 00
Harness.....	300 00
Cars.....	8,000 00
Wagons, trucks, snow-plows, sleighs.....	350 00
Total cost of equipment.....	<u>\$12,400 00</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$27,491 55
Less operating expenses (excluding all taxes).....	11,637 00
Gross income from all sources.....	<u>\$15,854 55</u>
Deductions from income, as follows, viz.:	
Rental aid lessor.....	3,300 00
‡ Net income from all sources.....	<u>\$12,554 55</u>

* This surplus has not been reported at all, or incorrectly reported from year to year.

† Equipment belongs to lessee.

‡ Assumed by lessee as his own.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$27,491 55
OPERATING EXPENSES.	
Repairs of roadbed and track	\$1,497 88
Repairs of cars and other vehicles.....	212 34
Repairs of harness and stable equipment.....	98 75
Horseshoeing.....	571 85
Renewals of horses and mules	408 13
Provender (including expense of grinding).....	3,510 39
Wages of conductors and drivers	3,094 65
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	1,057 72
Light and fuel.....	128 28
Water tax.....	35 00
Advertising, printing and office expenses.....	8 10
Insurance.....	185 00
Removal of snow and ice	195 25
Total operating expenses.....	\$11,637 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :		Miles.
Single track, main line		7
Second track on main line.....		.5
Sidings on main line.....		.1
Total length of all tracks and sidings owned.....		7.6
Weight of rail per yard	30 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	7	
Open cars	5	
Horses and mules.....	25	
Schedule time making trip one way.....	30 minutes.	
Cars are run.....	Every 15 min.	
Rate of fare per passenger.....	5 and 5 cents.	
Number of passengers carried in cars during year.....	599,392	
Average number of employes (including officials) during year.....	12	

For information concerning this report, address A. D. Osborn, Superintendent, or John B. Rogers, Treasurer, Binghamton, N. Y.

BLEECKER STREET AND FULTON FERRY (New York city).

LESSOR.

LESSEE — TWENTY-THIRD STREET.

(Date of charter, December 12, 1864.)

The Bleecker Street and Fulton Ferry Railroad Company is leased to the Twenty-third Street Railroad Company, and their report contains a full statement of the business of the Bleecker street company in connection with their own. The road being operated as one road renders it impossible to make a report in any other way.

The terms of the lease mentioned above are for ninety-nine years, the Twenty-third street company to pay the Bleecker Street bondholders the interest, 7 per cent on \$700,000 bonds and the stockholders 1½ per cent annually on \$900,000 stock.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter and now outstanding.....	9,000	\$900,000	\$900,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds.....	Jan. 1, 1900	p.c. 7	Jan. 1 & July 1	\$700,000	\$700,000

Cost of Road.

Total cost up to
June 30, 1892.

Roadbed, superstructure and rails	\$1,749,812 14
Buildings and fixtures.....	28,523 49
Extension Eleventh avenue tracks	23,595 95
Total cost of road.....	\$1,801,931 58

Income Account for Year Ending June 30, 1892.

Rental received from lessee	\$62,500 00
<i>Payments from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$49,000 00
Dividends declared, $1\frac{3}{4}$ per cent on capital stock.....	13,500 00
	62,500 00

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment.....	\$1,801,931 58
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LIABILITIES.

Capital stock	\$900,000 00
Funded debt.....	700,000 00
Profit and loss (surplus).....	201,931 58
	\$1,801,931 58

Officers of the Company.

Name.	Title.	Official Address.
JOHN H. SELMES	President	New York city.
THOMAS H. MCLEAN.....	Secretary and Treasurer.....	New York city.

Directors of the Company.

Name.	Residence.
JOHN H. SELMES	New York city.
THOS. H. MCLEAN.....	New York city.
D. B. HASBROUCK	New York city.
OTIS W. RANDALL	New York city.
THOS. F. RYAN	New York city.
ALEX. E. KURSHEEDT.....	New York city.
MATTHEW H. BEERS	New York city.
JOSEPH JACOBS	New York city.
HENRY THOMPSON	New York city.
DANIEL S. LAMONT.....	New York city.
A. S. ROSENBAUM.....	New York city.
THOS. DOLAN	Philadelphia, Pa.
CHAS. E. WARREN	Brooklyn, N. Y.

Title of company, Bleecker Street and Fulton Ferry Railroad Company.

General offices at 621 West Twenty-third street, New York city.

Date of close of fiscal year, June 30.

For information concerning this report, address Thos. H. McLean, Secretary.

BROADWAY OF BROOKLYN.

(Date of charter August 20, 1858.)

The Broadway Railroad Company of Brooklyn was chartered August 20, 1858, commenced running April, 1859.

The Reid avenue branch, by the Legislature June 18, 1873, commenced running October 27, 1873. The Sumner avenue branch (formerly Yates avenue), permission granted by the common council and built by the Yates Avenue and Flatbush Railroad Company. Commenced running May 14, 1881, and consolidated with the Broadway Railroad Company by act of the Legislature, approved May 29, 1888.

The Cypress Hills extension, and extension of the Broadway Railroad Company from East New York to Cypress Hills, built and owned jointly by the Brooklyn City and Broadway Railroad Company until May 12, 1888, when the one-half interest of the Brooklyn City Railroad Company was purchased by this company.

The Ralph avenue branch, authorized by the common council and approved by the mayor June 22, 1885, commenced running February 14, 1886.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter.....	5,250	\$525,000	.....
Issued for actual cash	3,550	\$355,000	\$355,000
Issued on account of construction	950	95,000	.....
Issued on account of real estate and equipment.....	750	75,000	.....
Total now outstanding.....	5,250	\$525,000	\$355,000

FUNDED DEBT.

DESIGNATION OF LIEN.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
	Rate.	When payable.		
* First mortgage bonds of the Broadway Railroad Company	5 p. c.	January & July	\$250,000	\$225,000
* First mortgage bonds of the Yates Avenue and Flatbush Railroad Company (now Sumner avenue branch), issued to build and equip the same, and guaranteed by the Broadway Railroad Company.....	5	January & July	100,000	100,000
Total			\$350,000	\$325,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails	\$1,724 77	\$243,242 78
Real estate, buildings and fixtures	4,447 51	221,376 56
Road built by contract.....	.....	95,000 00
Total cost of road	\$6,172 28	\$559,619 34

* These bonds were payable January 1, 1889. By an agreement entered into with the bondholders June, 1888, the time for the redemption of the same has been extended and they now are payable at any time upon giving six months notice to the registered holders thereof and the interest on same from January 1, 1889, reduced to five per cent per annum.

Cost of Road and Equipment—(Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Horses	\$4,570 00	.....
Cars	25 00	.....
Total cost reported to June 30, 1891 .....	.....	\$334,745 30
Total cost of equipment	\$4,595 00	\$339,340 30
Grand total cost of road and equipment	\$10,767 28	\$388,950 54

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

New switch in front of stable, Sumner avenue branch	\$947 18	
Less paid on account of same, as per report of last year	210 78	
		\$736 40
One-half of the cost of constructing 800 feet single track, with the necessary castings and crossovers on Alabama avenue, between Atlantic and Fulton avenues, Gas lamps and posts on Dean and Bergen streets, between Albany and Troy avenues		968 87
Assessment for grading and paving Gillen place, between Bushwick and Jamaica avenues		47 08
Assessment for grading and paving Pacific street, from Ralph to Howard aves.		1,722 22
One 8¼-inch passenger register for fare-box car		2,878 36
Thirty horses added to equipment		25 00
		4,570 00
Total		\$10,767 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$436,775 33
Less operating expenses (excluding all taxes)	328,184 51
Net earnings from operation	\$98,640 82

Income from other sources, as follows, viz.:

Rent of advertising privilege in cars	\$740 00	
Rent of tracks	964 00	
Rent of building	400 00	
Interest	1,862 36	
		3,966 41
Gross income from all sources		\$108,607 23

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$10,031 97	
Taxes on earnings and capital stock	4,962 11	
Taxes other than above	608 48	
Interest on funded debt due and accrued	17,500 00	
		33,102 56
Net income from all sources		\$69,504 67

Payments from net income, as follows, viz.:

Dividends declared, 8 per cent on capital stock	42,000 00
Surplus for year ending June 30, 1892	\$27,504 67

General Income Account.

Surplus for year ending June 30, 1892	\$27,504 67
Surplus up to June 30, 1891	31,885 68
Total surplus June 30, 1892	\$59,340 30

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Passengers	\$426,775 33
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OPERATING EXPENSES

Repairs of roadbed and track operated by horses.....	\$8,327 85
Repairs of buildings and fixtures.....	1,145 85
Repairs of cars and other vehicles.....	18,899 70
Repairs of harness and stable equipment.....	3,650 04
Horseshoeing.....	9,878 48
Renewals of horses.....	12,408 00
Provender (including expense of grinding).....	70,106 89
Salaries of general officers and clerks.....	18,941 66
Wages of conductors and drivers.....	124,195 94
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	53,806 28
Light and fuel.....	3,155 55
Water tax.....	853 94
Damages to persons and property.....	694 59
Legal expenses.....	1,596 45
Advertising, printing and office expenses.....	1,168 79
Insurance.....	3,120 38
Removal of snow and ice.....	722 10
Contingencies.....	6,508 58
Total operating expenses.....	\$828,134 51

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$550,619 81
Cost of equipment.....	290,340 39

Current assets, as follows, viz.:

Cash on hand.....	\$35,377 22
Loans on call.....	21,900 00
Open accounts.....	1,513 67
Supplies on hand.....	15,738 81
Accrued interest.....	11 25
	74,539 95
	\$625,494 46

LIABILITIES.

Capital stock.....	\$235,000 00
Funded debt.....	350,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$8,750 00
Open accounts.....	98 66
Due for wages and supplies.....	9,994 94
Tickets in circulation.....	500 00
Estimated for taxes, insurance and licenses on cars in advance.....	9,810 69
	39,154 19
Profit and loss (surplus).....	56,340 39
	\$625,494 46

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles
Single track, main line, from foot of Broadway to East New York.....	4.635
Single track, branch, from Reid avenue to Atlantic avenue.....	1.5
Single track, branch, from Sumner avenue to Bergen street.....	1.36
Single track, branch, from Ralph avenue to Atlantic avenue.....	1
Single track, branch, from East New York to Cypress Hills.....	2
Total length of single track on main line and branches.....	11.095
Second track on main line and branches.....	11.095
Sidings on main line and branches.....	.52
Total length of all tracks and sidings owned.....	22.715

Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8 1/2 in.
Number of box cars.....	117
Open cars.....	86
Horses and mules.....	73
Schedule time making trip one way:	
East New York.....	45 minutes.
Reid avenue.....	35 minutes.
Sumner avenue.....	35 minutes.
Ralph avenue.....	40 minutes.
Cypress Hills extension.....	20 minutes.
Rate of fare per passenger:	
On the East New York, Reid, Sumner, and Ralph avenue lines.....	5 cents.
On the Cypress Hills line.....	3 cents.
Number of passengers carried in cars during year.....	8,747,344
Average number of employees (including officials) during year.....	360

BROADWAY OF BROOKLYN.

715

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

President, secretary and treasurer, superintendent, inspector and receivers \$13,641 66

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$3 00
Drivers	12	2 00
Starters	10	2 50
Watchmen	12	3 00
Switchmen	12	\$1 43 and 2 00
Roadmen (towing cars)	12	1 25
Hostlers	10	1 75
Trackmen	10	1 75, 2 50, 3 00
Repair shop	10	1 50, 2 25, 2 75
Horseshoers	10	2 00, 2 50, 3 00
Foremen of stables	12	3 00 and 3 25
Car cleaners	10	2 50 and 2 86
		1 75

ACCIDENTS.

Injured.

Passengers	2
Others, not employees	1
Total	3

Officers of the Company.

Name.	Title.	Official Address.
EDWIN BEERS	President	21 Broadway, Brooklyn, N. Y.
ROBERT SEALY	Secretary and Treasurer	21 Broadway, Brooklyn, N. Y.
HENRY MEYERHOLZ	Superintendent	21 Broadway, Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
EDWIN BEERS	Brooklyn, N. Y.
FREDERIC CROMWELL	New York city.
ECKFORD WEBB	Brooklyn, N. Y.
WM. M. INGRAHAM	Brooklyn, N. Y.
WM. F. GARRISON	Brooklyn, N. Y.
JOHN G. JENKINS	Brooklyn, N. Y.
PETER WYCKOFF	Brooklyn, N. Y.
GEORGE L. FOX	Brooklyn, N. Y.
JOHN C. FURMAN	New York city.
WILLIAM H. MALE	Brooklyn, N. Y.
S. L. HUSTED, JR.	New York city.
CHARLES S. HUSTED	Brooklyn, N. Y.
THOMAS S. MOORE	Brooklyn, N. Y.

Title of company, Broadway Railroad Company of Brooklyn.

General offices at No. 21 Broadway, Brooklyn, E. D., N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in May.

For information concerning this report, address Robert Sealy, Secretary.

BROADWAY AND SEVENTH AVENUE (New York city).

LESSOR.

LESSEE — HOUSTON, WEST STREET AND PAVONIA FERRY.

(Date of charter, May 26, 1864.)

By an act of the Legislature, entitled "An act to authorize the construction of a railroad in Seventh avenue and certain other streets and avenues in the city of New York," passed April 17, 1860 (Chap. 512, Laws of 1860), John Kerr and eleven other persons named as grantees in said act were authorized to construct, maintain and operate a railroad upon the streets and routes therein mentioned. The said grantees or their assigns and associates were organized as a corporation on or about the 26th day of May, 1864, under the provisions of the General Railroad Act of 1850.

The said grantees, prior to their incorporation, having constructed the said railroad or main portions thereof, and having contracted for the purchase of real estate required for stable and depot purposes, on or about the 30th of May, 1864, sold to the incorporated company the aforesaid railroad grant and all the rights, privileges and franchises acquired as aforesaid, together with the railroad previously constructed, with its fixtures and appurtenances, and all other property, rights or interests owned or acquired by said grantees, and for which the capital stock of the company was issued as so much cash, as also were the bonds to the amount of \$1,500,000, made and issued at the same time, except the bonds reserved to complete the depot, buildings, etc.

By chapter 500 of the Laws of 1866, as amended by chapter 904, Laws of 1867, the route of the railroad of this company was changed and altered as therein mentioned. The company continued to run and operate its railroad upon the routes named in its articles of association, as altered by the statutes aforesaid, until on or about the 23d day of June, 1886, when having previously acquired by agreement with The Broadway Surface Railroad Company the right to run its cars in common with the cars of said other company upon the railroad tracks in Broadway between Fifteenth street and the Battery, in the city of New York, this company on or about the said 23d day of June, 1886, commenced to run its cars thereon and has since continued so to do, in connection with its previous routes.

This road and its connections is now operated under lease by the Houston, West Street and Pavonia Ferry Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Par value.
Authorized by law or charter and now outstanding.....	21,000	\$2,100,000

* FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds.....	Jan. 1, 1904	p.c. 5	June 1 & Dec. 1	\$1,500,000
Second mortgage bonds.....	July 1, 1914	5	Jan. 1 & July 1	500,000
Bond and mortgage.....		5	Jan. 25, July 25	100,000
Bond and mortgage.....		5	Feb. 1 & Aug. 1	100,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Roadbed, superstructure and rails		\$2,644,531 82
Real estate		785,650 07
Buildings and fixtures.....		539,410 52
Total cost of road.....		\$3,969,592 41
EQUIPMENT.		
Horses, harness and stable equipment		\$321,446 25
Cars		208,100 00
Wagons, trucks, snow-plows, sleighs.....		831 52
Total cost of equipment.....		\$530,377 77
Grand total cost of road and equipment		\$4,500,000 00

* In addition to the funded debt mentioned, this company, in part consideration for the use of the tracks of The Broadway Surface Railroad Company on Broadway, between Fifteenth street and the Battery, has assumed the payment of the principal and interest of \$1,125,000 of the first mortgage bonds of said The Broadway Surface Railroad Company, and likewise has assumed payment of the interest of the second mortgage bonds of said company to the amount of \$1,000,000, and also by the lease of the South Ferry Railroad Company it assumes the payment of principal and interest of \$350,000 of the mortgage bonds of that company, which payments are charged under the head of rentals in the report of the Houston, West Street and Pavonia Ferry Railroad Company, the lessee.

BROADWAY AND SEVENTH AVENUE.

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Income Account for Year Ending June 30, 1892.

<i>Income from all sources, as follows, viz.:</i>	
Rental from lessee.....	\$210,000 00
<i>Payments from income, as follows, viz.:</i>	
Dividends declared, 10 per cent on capital stock.....	210,000 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$3,769,622 22
Cost of equipment.....	580,877 78
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	52,500 00
	<u>\$4,352,500 00</u>
LIABILITIES.	
Capital stock.....	\$2,100,000 00
Funded debt.....	2,200,000 00
<i>Current liabilities, as follows, viz.:</i>	
Dividends unpaid.....	52,500 00
	<u>\$4,352,500 00</u>

Officers of the Company.

Name.	Title.	Official Address.
HENRY THOMPSON.....	President.....	New York city.
D. B. HASBROUCK.....	Vice-President.....	New York city.
THOMAS F. RYAN.....	Secretary and Treasurer.....	New York city.
HENRY A. NEWELL.....	Superintendent.....	New York city.

Directors of the Company.

Name.	Residence.
JOHN D. CRIMMINS.....	New York city.
WILLIAM B. DINSMORE.....	New York city.
THOMAS DOLAN.....	New York city.
CHARLES F. FROTHINGHAM.....	New York city.
JOHN H. MURPHY.....	New York city.
THOMAS J. O'DONOHUE.....	New York city.
W. H. ROCKWELL.....	New York city.
THOMAS F. RYAN.....	New York city.
HENRY THOMPSON.....	New York city.
DANIEL S. LAMONT.....	New York city.
D. B. HASBROUCK.....	Brooklyn, N. Y.
WILLIAM L. ELKINS.....	Philadelphia, Pa.
PETER A. B. WIDENER.....	Philadelphia, Pa.

Title of company, Broadway and Seventh Avenue Railroad Company.

General offices at 761 Seventh avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in June.

For information concerning this report, address the company.

BROOKLYN, BUSHWICK AND QUEENS COUNTY.

REPORT OF COMPANY FROM JULY 1 TO OCTOBER 26, 1891.

(Date of charter, February 7, 1885.)

Metropolitan railroad, organized 1864, sold under execution, 1869; Grand Street Ferry and Middle Village railroad, organized 1869, sold under foreclosure, 1870; North Second Street and Middle Village railroad, organized 1870, sold under foreclosure, 1885, and consolidated into Brooklyn, Bushwick and Queens County Railroad Company.

The present management found the books and accounts of the company in a crude and defective shape, and are compelled to estimate the figures covering the transactions up to March 3, 1886, from such data and sources as they have found available and believe to be trustworthy.

Henry D. Donnelly and John Englis, as trustees for the bondholders, took possession of the road under the terms of the mortgage on October 27, 1891.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Par value.
Authorized by law or charter and now outstanding.....	1,000	\$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
*First mortgage	Jan. 1, 1916	P.C. 6	Jan. and July	\$250,000

Cost of Road and Equipment.

ROAD.

Total cost of road to June 30, 1891.....	\$350,906 30
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EQUIPMENT.

Total cost of equipment to June 30, 1891.....	\$15,805 42
Less decrease in equipment.....	1,200 00
Total cost of equipment	\$14,605 42
Grand total cost of road and equipment to October 26, 1891.....	\$374,511 72

Income Account from July 1, 1891, to October 26, 1891.

Gross earnings from operation	\$22,675 39
Less operating expenses (excluding all taxes).....	28,040 46
Net loss from operation	\$4,768 06

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$285 73
Taxes on earnings and capital stock	119 88
Taxes other than above	64 13
Interest on funded debt due and accrued	4,800 79
	5,229 08
Deficit October 26, 1891.....	\$9,997 14

General Income Account.

Deficit for portion of year ending October 26, 1891	\$9,997 14
Deficit up to June 30, 1891	100,143 35
Charged directly to profit and loss account.....	13 05
Total deficit October 26, 1891	\$110,153 54

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$22,675 39
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* Issued in taking up prior mortgage.

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$1,385 23
Repairs of buildings and fixtures	32 15
Repairs of cars and other vehicles	1,138 33
Repairs of harness and stable equipment.....	620 09
Horseshoeing	759 41
Renewals of horses and mules	1,200 00
Provender (including expense of grinding)	5,052 58
Salaries of general officers and clerks.....	1,129 60
Wages of conductors and drivers	8,595 83
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	4,337 39
Light and fuel.....	32 81
Legal expenses.....	1,480 47
Advertising, printing and office expenses.....	52 08
Insurance	496 53
Contingencies	1,020 80
Rent of tracks.....	126 28
Interest.....	1,180 88
Total operating expenses	\$38,640 46

General Balance Sheet October 6, 1892.

ASSETS.

Cost of road.....	\$350,966 50
Cost of equipment.....	14,005 42
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$627 70
Supplies on hand.....	1,249 50
Sundries	7 07
Insurance.....	876 90
	<u>2,751 17</u>
Profit and loss (deficiency).....	110,154 93
	<u>\$487,478 02</u>

LIABILITIES.

Capital stock.....	\$100,000 00
Funded debt.....	250,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$35,749 79
Bills payable and loans	67,412 79
Open accounts.....	24,612 09
Interest.....	7,380 47
Taxes	1,136 13
Rent	200 00
Wages.....	996 75
	<u>137,478 02</u>
	<u>\$487,478 02</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Broadway, Brooklyn, to St. John's cemetery.....	6
Second track on main line.....	5
Total length of all tracks and sidings owned.....	11
Weight of rails per yard	47 to 52 lbs.
Gauge of track.....	4 ft. 8 1/4 in.
Number of box cars.....	23
Open cars.....	25
Horses and mules.....	135
Schedule time making trip one way.....	50 minutes.
Cars are run.....	Brooklyn, every 6 to 10 minutes; Queens county, every 6 to 30 minutes.
Rate of fare per passenger.....	Kings county, 5 cents; Queens county, 6 cents.
Number of passengers carried in cars during year, estimated.....	524,758
Average number of employes (including officials) during year.....	70

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.

	Annual salary.
General officers and clerks	\$3,380 00

REPORT OF THE RAILROAD COMMISSIONERS.

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$2 00
Drivers	10	2 00
Starters	12	2 00
Watchmen	12	2 00
Roadmen	10	1 50
Hostlers	10	1 75
Tow boys	10	1 25

Officers of the Company.

Name.	Title.	Official Address
G. W. VAN ALLEN	President	New York city.
WM. B. WAIT	Secretary	New York city.
DAVID W. BINNS	Treasurer	Brooklyn, N. Y.
FRANK HARTSHORN	Superintendent	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
DAVID W. BINNS	Brooklyn, N. Y.
C. B. COTTRELL	Rhode Island.
JOHN ENGLIS	Brooklyn, N. Y.
GEO. W. VAN ALLEN	New York city.
WM. H. VAN ALLEN	New York city.
WM. B. WAIT	New York city.

Title of company, Brooklyn, Bushwick and Queens County Railroad.

General offices at Metropolitan, Queens county, L. I., N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in February.

For information concerning this report, address the company at general offices.

BROOKLYN, BUSHWICK AND QUEENS COUNTY.

REPORT OF RECEIVER FROM OCTOBER 27, 1891, TO JUNE 30, 1892.

Frank Hartshorn was appointed receiver by order of Hon. Edgar M. Cullen, a Justice of the Supreme Court, October 29, 1891, to operate the road under the trustees, and entered upon his duties as such November 4, 1891.

Income Account October 27, 1891, to June 30, 1892.

Gross earnings from operation	\$35,721 93
Less operating expenses* (excluding all taxes)	44,820 92
Net loss from operation	\$9,098 99
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$352 53
Taxes on earnings and capital stock	192 35
Taxes other than above	135 67
Interest on funded debt due and accrued	8,778 54
	9,654 99
Deficit June 30, 1892	\$15,743 98

BROOKLYN, BUSHWICK AND QUEENS COUNTY.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$35,721 93
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$458 91
Repairs of all other buildings and fixtures.....	100 55
Repairs of cars and other vehicles	1,397 43
Repairs of harness and stable equipment.....	773 68
Horseshoeing.....	1,427 01
Renewals of horses and mules	3,750 00
Provender (including expense of grinding).....	9,554 62
Salaries of general officers and clerks.....	2,328 33
Wages of conductors and drivers	13,356 38
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	8,432 28
Light and fuel.....	198 69
Advertising, printing and office expenses.....	87 55
Insurance.....	881 51
Removal of snow and ice.....	209 05
Contingencies	1,398 71
Rent of tracks	271 74
Interest.....	198 88
Total operating expenses.....	\$44,820 92

Receiver's General Balance Sheet June 30, 1892.

ASSETS.	
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$2,590 60
Supplies on hand.....	594 27
Insurance	381 04
Profit and loss (deficiency).....	\$3,566 81
	18,743 28
	\$22,310 09

LIABILITIES.	
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	\$8,773 54
Bills payable.....	7,144 36
Open accounts.....	4,790 43
Interest.....	198 88
Taxes.....	707 56
Rent.....	64 74
Labor.....	630 58
	\$22,310 09

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Broadway, Brooklyn, to St. John's cemetery.....	6
Second track on main line and branches.....	5
Total length of tracks and sidings owned.....	11

Number of passengers carried in cars October 27, 1891 to June 30, 1892, estimated, 785,097

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Receivers and clerks		\$3,380 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$2 00
Drivers.....	10	2 00
Starters.....	12	2 00
Watchmen.....	12	2 00
Roadmen	10	1 50
Hostlers.....	10	1 75
Tow boys.....	10	1 25

Officers.		Official Address.
Name.	Title.	
JOHN ENGLIS	Trustees for bondholders	Brooklyn, N. Y.
H. D. DONNELLY		
FRANK HARTSHORN	Receiver and Superintendent	Brooklyn, N. Y.

For information concerning this report, address Frank Hartshorn, Receiver, Metropolitan, Queens county, N. Y.

BROOKLYN CITY.

(Date of charter, December 17, 1853.)

The Brooklyn City Railroad Company was organized under the General Railroad Law of the State of New York as above.

It began operating its cars in July, 1854. Length of road now (189) owned and operated, 78.35 miles by horse and steam dummy, and 5.40 miles by electric, single trolley. This company has acquired the capital stock of the companies whose properties it previously held under lease, viz.: Bushwick Railroad Company, Brooklyn Crosstown Railroad Company, Calvary Cemetery, Greenpoint and Brooklyn Railroad Company, New Williamsburgh and Flatbush Railroad Company, Greenpoint and Lorimer Street Railroad Company, and Grand Street and Newtown Railroad Company, and on the 31st day of October, 1890, filed a certificate thereof in the office of the Secretary of State, whereupon, under authority granted by chapter 254, Laws of 1867, and chapter 810, Laws of 1890, the aforesaid properties were merged into and became a part of the Brooklyn City Railroad Company. This and all future reports will include the financial physical and statistical condition of the above-named consolidated properties under the corporate name of "The Brooklyn City Railroad Company."

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	600,000	\$6,000,000	\$6,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Brooklyn City R. R. first mortgage on consolidated properties	1941	p. c.	Jan. & July.	\$3,000,000	\$3,000,000
Brooklyn Crosstown R. R. first mort.	1908	5	Jan. & July.	200,000	200,000
Cal. Cem., G. & B. R. first mortgage.	1907	6	June & Dec.	200,000	200,000
New Wm. and Flat. R. R. first mort.	1897	7	Feb. & Aug.	200,000	200,000
Greenp't & Lorimer R. R. first mort.	1910	6	May & Nov.	125,000	125,000
Grand St. & New't'n R. R. first mort.	1906	5	April & Oct.	200,000	200,000
Total				\$3,925,000	\$3,925,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$197,897 24	\$4,578,664 81
Electric appliances and road construction pertaining to road and superstructure	108,108 65	298,185 73
Buildings and fixtures exclusively used for electric purposes	517,590 50	645,437 66
All other buildings and fixtures	30,354 47	2,410,438 08
Total cost of road	\$848,850 86	\$8,032,706 28

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Horses	\$10,374 00	\$2,562,636 42
Motor cars and fixtures	27,677 62	
Wagons, trucks, snow-plows, sleighs, tools, etc.	14,024 63	
Total cost of equipment	\$292,076 25	\$2,562,636 42
Grand total cost of road and equipment	\$1,080,927 11	\$10,595,543 31

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extension of road $5\frac{1}{4}$ miles, double track, also regrading, paving, new curves on constructed lines	\$197,897 24
Reconstructing part of system for electric power	103,108 65
Additional real estate, buildings, etc.	547,844 97
Additional horses, cars, motors, etc.	292,076 25
Total	\$1,080,927 11

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$3,787,295 36
Less operating expenses (excluding all taxes)	2,915,509 74
Net earnings from operation	\$871,785 62
<i>Income from other sources, as follows, viz.:</i>	
Interest received on special deposit of surplus funds	50,734 95
Gross income from all sources	\$922,510 57
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$117,954 33
Taxes on earnings and capital stock	32,317 09
Taxes other than above	1,391 46
Interest on funded debt due and accrued	201,442 50
Interest paid on loans and bonds called for redemption	45,429 54
	308,534 92
Net income from all sources	\$523,975 65
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 8 per cent on capital stock	480,000 00
Surplus for year ending June 30, 1892	\$43,975 65

General Income Account.

Surplus for year ending June 30, 1892	\$43,975 65
Surplus up to June 30, 1891	\$563,794 67
Deduct loss on sale of hotel property at Fort Hamilton	55,820 60
	\$507,974 07
Add premium on sale on \$85,500 bonds of this company ..	8,336 25
	516,310 32
Total surplus June 30, 1892	\$560,285 97

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$3,758,009 95
Miscellaneous	29,285 41
Total gross earnings	\$3,787,295 36

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$94,808 84
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures.....	1,714 88
Repairs of buildings and fixtures, exclusively used for mechanical power.....	4,504 48
Repairs of all other buildings and fixtures.....	83,526 08
Repairs of cars (not motors) and other vehicles.....	143,075 41
Repairs of motor cars and fixtures.....	6,802 34
Repairs of harness and stable equipment.....	37,139 94
Horseshoeing.....	74,789 36
Renewals of horses and mules.....	113,383 58
Provender (including expense of grinding).....	854,676 81
Salaries of general officers and clerks.....	73,310 06
Wages of conductors and drivers on horse cars.....	1,012,168 28
Wages of conductors and motor men on cars propelled by mechanical traction.....	40,194 88
Wages of engineer, firemen and all others employed at power house.....	12,719 35
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	491,778 86
Light and fuel, other than at power house.....	87,987 58
Fuel, light and other supplies used at power house.....	9,385 82
Water tax.....	8,585 57
Damages to persons and property.....	73,236 02
Legal expenses.....	10,500 04
Advertising, printing and office expenses.....	12,363 88
Insurance.....	30,459 08
Removal of snow and ice.....	11,966 23
<i>Contingencies:</i>	
Rents.....	\$8,150 46
Telephone.....	2,452 82
Miscellaneous.....	8,419 41
	19,022 19
Total operating expenses.....	\$2,915,509 74

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road.....	\$8,082,906 89
Cost of equipment.....	2,562,686 42
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$308,213 47
Bills receivable.....	70,000 00
Open accounts.....	71,087 94
Supplies on hand.....	106,628 75
	455,930 16
	\$11,046,473 47

LIABILITIES.

Capital stock.....	\$5,000,000 00
Funded debt.....	3,925,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	500,000 00
Open accounts.....	61,187 80
Profit and loss (surplus).....	586,285 67
	\$11,046,473 47

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Total length of single track on main line and branches.....		88.38
Second track on main line and branches.....		79.88
Sidings on main line and branches.....		16.25
Total length of all tracks and sidings owned.....		184.51
Weight of rail per yard.....	45 to 55 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars, not motors.....	513	
Open cars, not motors.....	714	
Horses.....	5,357	
Number of motor cars.....	78	
Dummies.....	19	
Schedule time making trip one way, varies on different lines from.....	7 min. to 1 hr. and 14 min.	
Cars run from main terminus.....	Every ¼ min.	
Rate of fare per passenger:		
Adults.....	3, 5, 8 and 10c.	
Children.....	1, 3, 4 and 6c.	
Number of passengers carried in cars during year.....	78,800,000	
Average number of employees (including officials) during the year.....	2,570	

BROOKLYN CITY.

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Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$28,700
Clerks.....		\$500 to \$2,400
OTHER EMPLOYEES.		Wages per day.
Conductors ¹		\$2 00
Drivers and motor men.....		2 00
Starters.....		2 50
Watchmen.....		\$1 75 to 3 00
Switchmen.....		2 25
Roadmen.....		1 50 to 5 00
Hosiers.....		1 75
Foremen.....		2 50 to 3 00
Car cleaners.....		1 75
Tow boys.....		1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	8	2	10
Employees.....	2	2	4
Others.....	11	3	14
Total.....	21	7	28

Officers of the Company.

Name.	Title.	Official Address.
DANIEL F. LEWIS.....	President.....	Brooklyn, N. Y.
H. M. THOMPSON.....	Secretary and Treasurer.....	Brooklyn, N. Y.
J. C. CAMERON.....	Superintendent.....	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
DANIEL F. LEWIS.....	Brooklyn, N. Y.
CROWELL HADDEN.....	Brooklyn, N. Y.
GEO. W. BERGEN.....	Brooklyn, N. Y.
JOHN C. BARRON.....	New York city.
EDWIN PACKARD.....	Brooklyn, N. Y.
FRANK LYMAN.....	Brooklyn, N. Y.
EDWARD D. WHITE.....	Brooklyn, N. Y.
E. W. BLISS.....	Brooklyn, N. Y.
H. M. THOMPSON.....	Brooklyn, N. Y.
DAVID C. LEGGETT.....	Brooklyn, N. Y.
SETH D. KEENEY.....	Brooklyn, N. Y.
FELIX CAMPBELL.....	Brooklyn, N. Y.
HENRY D. POLHEMUS.....	Brooklyn, N. Y.

Title of company, The Brooklyn City Railroad Company.

General offices at Montague street, corner Clinton, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address H. M. Thompson, Secretary and Treasurer.

BROOKLYN CITY AND NEWTOWN.

(Date of charter, May 22, 1860.)

Articles of association filed with the Secretary of State on May 22, 1860.

Resolutions of the common council authorizing use of street, adopted July 30, 1860. Resolutions of the common council to change the line of the road, adopted April 15, 1861. Cars commenced running on January 28, 1862. Acts of State Legislature passed April 19, 1866, and May 8, 1869. Act of the State Legislature authorizing construction of tracks in Washington street, etc., passed April 2, 1872.

On April 27, 1867, this company entered into an agreement with H. C. Deming, of New York, to operate the property of the Grand Street, Prospect Park and Flatbush Railroad Company, bought by him at a foreclosure sale on that day.

On April 29, 1867, the above mentioned property was leased from the Franklin Avenue Railroad Company, the latter company having purchased the same from H. C. Deming.

On September 15, 1867, this company took a surrender of the whole of the capital stock of the Franklin Avenue Railroad Company, and on September 23, 1867, filed a certificate thereof in the office of the Secretary of State, pursuant to the provisions of chapter 354 of the Laws of 1867, and the amendment thereto by chapter 538 of the Laws of 1873, since which latter date the estate, property, rights, privileges and franchises of the Franklin Avenue Railroad Company have vested in and been held by this company.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	20,000	\$2,000,000	.....
Issued for actual cash.....	7,000	\$700,000	\$700,000
Issued on account of construction	3,000	300,000	.....
Total now outstanding	10,000	\$1,000,000	\$700,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	July 1, 1899	p.c. 5	Jan. & July	\$1,000,000	\$1,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1899.	Total cost of road and equipment up to June 30, 1899.
Roadbed, superstructure and rails	\$375 32	\$439,759 32
Right of way	6,396 82	211,260 48
Real estate		57,619 32
Buildings and fixtures	171 75	332,494 11
Interest and discount charged to construction		11,359 69
Road built by contract		379,433 55
Purchase of constructed road	9,103 57	452,770 61
Total cost of road	\$16,247 46	\$1,884,635 27
EQUIPMENT.		
Horses		\$116,325 00
Harness		9,577 50
Cars		235,365 32
Wagons, trucks, snow-plows, sleighs, fixtures and contingencies.	\$1,215 00	18,737 53
Total cost of equipment	\$1,215 00	\$380,027 35
Grand total cost of road and equipment	\$17,462 46	\$2,264,662 62

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New siding on Washington street	\$5 32
Obtaining consent of property holders for change to electrical system and expenses connected with hearings before Board of Railroad Commissioners...	6,396 82
Additional office accommodation, Franklin depot	17 75
Amount of certain claims against Franklin Avenue line, assumed by this company at time of acquisition of said line	9,103 57
Cost of engraving and printing bonds to be issued in connection with change of traction system	1,215 00
Total	\$17,462 46

BROOKLYN CITY AND NEWTOWN.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$484,753 33
Less operating expenses (excluding all taxes)	315,238 17
Gross income from all sources	\$119,515 16

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$7,235 86	
Taxes on earnings and capital stock	3,288 37	
Taxes other than above.....	578 33	
Interest on funded debt due and accrued.....	50,000 00	
Interest on bond and mortgage on real estate	10,207 08	
Interest on floating debt	968 79	
		72,278 43
Net income from all sources	\$47,236 73	
Dividends declared, 4 per cent on capital stock ..	40,000 00	
Surplus for year ending June 30, 1892	\$7,236 73	

General Income Account.

Surplus for year ending June 30, 1892.....	\$7,236 73
Surplus up to June 30, 1891.....	29,499 65
	\$36,736 38
Depreciation in value and amount of supplies on hand.....	\$414 22
Worthless promissory note held since 1888.....	308 23
Old debts uncollected.....	122 36
Total debit	\$744 91
Old material sold.....	\$12 00
Tax 1888 returned.....	2 30
	14 30
	730 71
Total surplus June 30, 1893.....	\$36,005 67

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$432,738 80
Rent of car panels	2,000 00
Balance to credit of track, rent account	24 44
Total gross earnings	\$434,753 33

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$6,960 85
Repairs of buildings and fixtures	2,901 49
Repairs of cars and other vehicles.....	11,349 40
Repairs of harness and stable equipment.....	3 3 4 76
Horse-shoeing.....	9,610 68
Renewals of horses and mules	18,934 75
Provender (including expense of grinding).....	67,404 47
Salaries of general officers and clerks	11,036 50
Wages of conductors and drivers	109,349 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	49,341 83
Light and fuel.....	3,807 09
Water tax	966 02
Damages to persons and property	5,191 88
Legal expenses.....	1,287 56
Advertising, printing and other expenses.....	1,334 66
Insurance.....	6,072 50
Removal of snow and ice.....	1,200 68
Oil and waste.....	161 61
Indicators and detectors	837 33
Rent of building.....	820 00
Conductors' supplies	83 10
Veterinary expense.....	84 91
Contingencies	2,467 10
Total operating expenses.....	\$315,238 17

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$1,884,653 27
Cost of equipment		380,027 55
<i>Other permanent investments, as follows, viz.:</i>		
Real estate		270 43
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$26,963 48	
Open accounts	3,429 94	
Supplies on hand	5,600 77	
		36,014 19
		<u>\$2,300,970 44</u>
LIABILITIES.		
Capital stock		\$1,000,000 00
Funded debt		1,000,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$25,000 00	
Bills payable	23,562 53	
Open accounts	19,446 31	
Bond and mortgage on real estate	196,935 93	
		364,944 77
Profit and loss (surplus)		36,025 67
		<u>\$2,300,970 44</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Wyckoff avenue to Fulton ferry		4.55
Single track, branch, from Gould street and DeKalb avenue to Front and Wash- ington streets		1.36
Single track, branch, from Water and Washington streets to De Bevoise street and DeKalb avenue		1.34
Single track, branch, from Grand street ferry to Prospect park		4.55
Total length of single track on main line and branches		11.40
Second track on main line and branches		8.53
Sidings on main line and branches		1.40
Total length of all tracks and sidings owned		<u>21.33</u>
Weight of rail per yard		45 to 60 lbs.
Gauge of track		4 ft. 8 1/4 ins.
Number of box cars		113
Open cars		105
Horses and mules		637
Schedule time making trip, one way		44 to 46 mins.
Cars are run	} Shortest headway, 1 1/4 minutes. } Longest, after midnight, 30 mins.	
Rate of fare per passenger:		
Adults		5 cents.
Children		3 cents.
Number of passengers carried in cars during the year		10,566,063
Average number of employes (including officials) during the year		330

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.		Annual salary.
General officers		\$7,730 00
Receiving clerks		3,316 50

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	* 12	\$2 00
Drivers	* 12	2 00
Starters	12	\$2 25 and 2 50
Watchmen	12	2 00
Roadmen	10	1 75
Hostlers	10	1 75
Repair shop	10	2 50 and 3 50
Harness	10	2 50
Horseshoers	10	2 00
Tow boys and extras	10	1 25 and 1 75

* Includes meal-hours—actual work, 10 hours.

BROOKLYN CITY AND NEWTOWN.

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ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1	2

Officers of the Company.

Name.	Title.	Official Address.
JOHN W. PARTRIDGE.....	President.....	DeKalb and Central aves., B'klyn, N. Y.
DUNCAN B. CANNON	Secretary and Treas.	DeKalb and Central aves., B'klyn, N. Y.
JOHN L. HEINS.....	Superintendent	DeKalb and Central aves., B'klyn, N. Y.

Directors of the Company.

Name.	Residence.
JOHN N. PARTRIDGE.....	Brooklyn, N. Y.
LOUIS FITZGERALD	New York city.
HENRY B. HYDE.....	New York city.
ALFRED WAGSTAFF.....	New York city.
EUGENE T. LYNCH.....	Flushing, L. I., N. Y.
JOHN C. JACOBS.....	Brooklyn, N. Y.
THOMAS ENNIS.....	Brooklyn, N. Y.

Title of company, Brooklyn City and Newtown Railroad Company.

General offices at No. 130 Broadway, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Monday in April.

For information as to this report, address Duncan B. Cannon, Secretary and Treasurer, DeKalb and Central avenues, Brooklyn, N. Y.

BROOKLYN HEIGHTS.

(Date of charter, April 1, 1887.)

This road was built by contract, and began operations February 1, 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and now outstanding.....	2,000	\$200,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds.....	April 1, 1941	p.c. 5	Apr. and Oct.	\$250,000

Cost of Road.

Total cost up to
June 30, 1892.

Road built and equipped by contract..... \$530,724 70

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$13,234 18
Less operating expenses (excluding all taxes)	8,105 01
Net earnings from operation	\$5,129 17
<i>Income from other sources, as follows, viz.:</i>	
Rent of buildings	300 00
Gross income from all sources	\$5,429 17
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$344 98
Taxes on earnings and capital stock	78 68
Taxes other than above	410 81
Interest on funded debt and floating debt due and accrued	5,089 04
	5,823 01
Deficit for year ending June 30, 1892	\$393 84

Analysis of Gross Earnings and Operating Expenses.

From passengers	\$13,234 18
-----------------	-------------

OPERATING EXPENSES.

Repairs of roadbed and track	\$141 28
Repairs of buildings and fixtures	29 77
Repairs and renewals of cars, motors and other vehicles	548 00
Salaries of general officers and clerks	957 60
Wages of conductors and motor men	2,425 75
Wages of engineer, firemen and other employes at power house	1,138 00
Wages of watchmen, starters, switchmen, roadmen, etc.	948 30
Light and fuel other than at power house	5 29
Fuel, light and other supplies used at power house	708 18
Water tax	78 15
Damages to persons and property including insurance	411 25
Legal expenses	8 25
Advertising, printing and office expenses	163 00
Insurance	41 57
Rent of Montague street hill and approach to Wall street ferry	438 30
Total operating expenses	\$8,105 01

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment	\$530,734 76
<i>Current assets, as follows, viz.:</i>	
Cash on hand	4,412 19
Open accounts	416 00
Supplies on hand	1,225 00
Profit and loss (deficiency)	393 84
	\$6,447 03
LIABILITIES.	
Capital stock	\$300,000 00
Funded debt	250,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued	\$2,100 00
Bills payable	18,672 32
Open accounts	11,500 00
Sundries	60,000 00
	\$92,272 32

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Wall street ferry to Court street		.50
Single track, branch, from Wall street ferry to Furman street		.671
Single track, branch, from Furman street to power house		.653
Total length of single track on main line and branches		1.824
Second track on main line, Court street to Wall street ferry		.50
Total length of all tracks and sidings owned		1.1506

Weight of rail per yard	45 and 160 lbs.
Gauge of track	4 feet 8 $\frac{1}{4}$ in.
Number of box cars	8
Schedule time making trip one way	4 minutes.
Cars are run	About every 3 minutes.
Rate of fare per passenger	1. Cash, 5 and 3 cents; commutation, 4 1-6
Number of passengers carried in cars from February, 1, 1892	274,216
Average number of employes (including officials) during the year	24

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.	Annual salary.
Superintendent	\$1,500 00
Clerk in office	819 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$2 10 and 1 00
Drivers	10	2 10 and 1 00
Watchman	12	1 40
Switchman	12	1 50
Roadmen	10	2 50 and 1 75
Engineers	8	3 00 and 2 25
Firemen	10	1 50

ACCIDENTS.

	Injured.
Passengers	7
Others, not employes	1
Total	8

Officers of the Company.

Name.	Title.	Official Address.
DANIEL F. LEWIS	President	Brooklyn, N. Y.
EDWARD JOHNSON	Secretary	Brooklyn, N. Y.
GEORGE S. STUDWELL	Treasurer	Brooklyn, N. Y.
ALLEN M. ROGERS	Superintendent	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
DANIEL F. LEWIS	Brooklyn, N. Y.
GEORGE S. STUDWELL	Brooklyn, N. Y.
JOHN E. SEARLES, JR.	Brooklyn, N. Y.
EUGENE G. BLACKFORD	Brooklyn, N. Y.
JULIAN D. FAIRCHILD	Brooklyn, N. Y.
HORACE J. MORSE	Brooklyn, N. Y.
EDWARD JOHNSON	Brooklyn, N. Y.
GEORGE W. WINGATE	Brooklyn, N. Y.
HOWARD M. SMITH	Brooklyn, N. Y.
JACOB G. DETTMER	Brooklyn, N. Y.
HENRY D. HOTCHKISS	New York city.
R. A. C. SMITH	New York city.
JOHN W. WILSON	New York city.

Title of company, Brooklyn Heights Railroad Company.

General offices at 168 and 170 Montague street and 40 State street, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, March 28.

For information concerning this report, address Edward Johnson, Secretary.

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
AD.		
Cost of electric appli-		
Structure.....	\$360,714 28	\$518,988 25
Electric purposes.....	814,531 86	458,759 14
ate.....	151,571 44	266,255 89
ection.....	78,508 87	1,185,514 32
	12,237 71	87,501 28
	142,888 67	7,187,147 74
	\$1,060,887 33	\$9,649,166 07
EQUIPMENT.		
.....	* \$22,361 65	\$151,576 40
.....		9,700 50
Motor cars.....		200,478 50
Structures.....	219,988 71	284,005 05
Wagons, snow-plows, sleighs.....	7,588 87	34,528 91
Cost of equipment.....	\$205,210 93	\$680,290 26
and total cost of road and equipment.....	\$1,266,098 26	\$10,329,456 33

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Constructing one and thirty-six-one-hundredth miles of second track, and recon-	
structing twenty and one-half miles of electric traction, and electrical appli-	
cations for same.....	\$687,473 85
Addition to power station and equipment.....	151,571 44
New buildings on Seneca, Sycamore and Genesee streets.....	78,508 87
Cost of West Side street railway.....	142,888 67
Twenty new cars and sixty-one electrical car equipments.....	219,988 71
Additional wagons, snow-plows, etc.....	7,588 87
	\$1,287,959 91
Less decrease in number of horses.....	22,361 65
Total.....	\$1,265,598 26

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$635,195 37
Less operating expenses (excluding all taxes).....	639,589 37
Net earnings from operation.....	\$395,606 00
Income from other sources, as follows, viz.:	
Advertising.....	\$4,758 35
Interest on mortgage.....	18,968 83
	23,711 68
Gross income from all sources.....	\$319,317 68
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$19,473 86
Taxes on earnings and capital stock.....	16,833 82
Interest on funded debt due and accrued.....	254,088 74
	290,396 92
Surplus for year ending June 30, 1892.....	\$28,921 76

General Income Account.

Surplus for year ending June 30, 1892.....	\$28,921 76
Surplus up to June 30, 1891.....	\$207,127 01
Discount on bonds sold.....	94,100 00
	118,027 01
Total surplus June 30, 1892.....	\$141,948 77

* Decrease.

BUFFALO.

(Date of charter, November 22, 1890.)

On January 30, 1891, this company leased all the property, rights and franchises of The Buffalo Street Railroad Company, The Buffalo East Side Street Railway Company and The West Side Street Railway Company for and during the term of the corporate existence of said lessor companies respectively.

The Buffalo Railway Company after having taken possession under said leases, in pursuance of chapter 254, Laws of 1887, took a surrender or transfer of all the capital stock of the stockholders of The Buffalo Street Railroad Company and The Buffalo East Side Street Railway Company, issuing in exchange therefor its own capital stock upon the terms and conditions agreed upon. All of the stock of the said The Buffalo Street Railroad Company and of the said The Buffalo East Side Street Railway Company, having been surrendered and transferred as aforesaid and certificates as provided by said act having been duly made and filed in the office of the Secretary of State, the said companies were merged in The Buffalo Railway Company.

On March 30, 1892, The West Side Street Railway Company, in pursuance of chapter 543 of the Laws of 1890, known as Railroad Law, merged in The Buffalo Railway Company, and a certificate as provided by said act was made and filed in the office of the Secretary of State.

The business of The West Side Street Railway lines for the year is included in this report.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	60,000	\$6,000,000
Issued on account of construction	3,705	\$370,500
Issued for stock of Buffalo Street Railroad Company	25,000	2,500,000
Issued for stock of Buffalo East Side Street Railway Company ..	24,000	2,400,000
Issued for stock of Buffalo West Side Street Railway Company ..	1,000	100,000
Total now outstanding	53,705	\$5,370,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage, Buffalo Street Railroad	May 1, 1899	p.c.	May and Nov...	\$150,000 00
Second mortgage, Buffalo Street Railroad ...	July 1, 1905	7.6	Jan. and July ..	650,000 00
First mortgage, Buffalo East Side Railway ..	June 1, 1904	7	June and Dec ..	300,000 00
Second mortgage, Buffalo East Side Railway ..	Sept. 1, 1912	6	March and Sept. .	233,500 00
Mortgage on real estate	Dec. 1, 1902	6	Jan. and July ..	6,000 00
Mortgage on real estate	May 30, 1905	6	May and Nov...	30,000 00
Mortgage on real estate	Feb. 1, 1906	6	Feb. and Aug ..	40,000 00
Mortgage on real estate	Jan. 1, 1892	6	Jan. and July ..	12,500 00
Mortgage on real estate	Nov. 4, 1897	6	Jan. and July ..	5,000 00
Mortgage on real estate	Aug 1, 1898	6	Feb. and Aug ..	13,000 00
Consolidated mortgages	Feb. 1, 1931	5	Feb. and Aug ..	3,500,000 00
Seven purchase-money mortgages	Var. dates..	6	Various dates ..	30,356 67
Total				\$5,020,356 67

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$360,714 28	\$518,988 25
Electric appliances pertaining to road and superstructure.....	314,521 86	453,759 14
Buildings and fixtures, exclusively used for electric purposes...	151,571 44	206,235 89
All other buildings and fixtures and real estate.....	78,503 37	1,185,514 32
Interest and discount charged to construction	12,237 71	87,501 23
Purchase of constructed road	142,838 67	7,187,147 74
Total cost of road.....	\$1,060,387 33	\$9,649,166 07
EQUIPMENT.		
Horses	* \$22,361 65	\$151,576 40
Harness.....		9,700 50
Cars, other than motor cars.....	219,968 71	200,478 50
Motor cars and fixtures		284,065 95
Wagons, trucks, snow-plows, sleighs	7,583 87	34,528 91
Total cost of equipment.....	\$206,210 93	\$580,290 26
Grand total cost of road and equipment	\$1,266,598 26	\$10,229,456 33

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Constructing one and thirty-six-one-hundredth miles of second track, and reconstructing twenty and one-half miles of electric traction, and electrical appliances for same	\$687,473 85
Addition to power station and equipment.....	151,571 44
New buildings on Seneca, Sycamore and Genesee streets	78,503 37
Cost of West Side street railway	142,838 67
Twenty new cars and sixty-one electrical car equipments	219,968 71
Additional wagons, snow-plows, etc.....	7,583 87
Less decrease in number of horses	\$1,287,959 91
Total.....	\$1,266,598 26

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$935,195 37
Less operating expenses (excluding all taxes)	689,589 37
Net earnings from operation	\$295,606 00
<i>Income from other sources, as follows, viz.:</i>	
Advertising	\$4,753 35
Interest on mortgage.....	18,958 33
	23,711 68
Gross income from all sources.....	\$319,317 68
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$19,473 86
Taxes on earnings and capital stock	16,833 82
Interest on funded debt due and accrued	254,088 74
	290,395 92
Surplus for year ending June 30, 1892.....	\$28,921 76
General Income Account.	
Surplus for year ending June 30, 1892.....	\$28,921 76
Surplus up to June 30, 1891	\$207,127 01
Discount on bonds sold.....	94,100 00
	113,027 01
Total surplus June 30, 1892	\$141,948 77

* Decrease.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$325,195 37
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses	\$9,676 13
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures	4,755 87
Repairs of buildings and fixtures, exclusively used for mechanical power	2,552 27
Repairs of all other buildings and fixtures	1,968 76
Repairs of cars (not motors) and other vehicles	23,625 75
Repairs of motor cars and fixtures	25,144 94
Repairs of harness and stable equipment	11,567 57
Horseshoeing	14,967 06
Renewals of horses and mules	24,476 54
Provender (including expense of grinding)	103,513 36
Salaries of general officers and clerks	24,300 23
Wages of conductors and drivers on horse cars	167,020 35
Wages of conductors and motor men on cars propelled by mechanical traction	54,323 08
Wages of engineer, fireman and all others employed at power house	7,893 11
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	101,837 93
Light and fuel, other than at power house	7,343 12
Fuel, light and other supplies used at power house	8,325 19
Water tax	1,277 41
Damages to persons and property	9,309 50
Legal expenses	2,452 53
Advertising, printing and office expenses	4,911 60
Insurance	7,980 98
Removal of snow and ice	7,853 90
Contingencies	8,928 31
Rent	3,532 43
Total operating expenses	\$699,589 37

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$9,649,166 07
Cost of equipment	680,230 35
Other permanent investments, as follows, viz.:	
Mortgage receivable	350,000 00
Current assets, as follows, viz.:	
Cash on hand	\$12,036 01
Open accounts	147,683 19
Supplies on hand	33,131 90
	192,851 10
	\$10,572,307 43
LIABILITIES.	
Capital stock	\$5,370,500 00
Funded debt	5,020,256 67
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$85,289 17
Bills payable	215,874 42
Open accounts	27,423 31
Sundries	11,015 09
	339,601 99
Profit and loss (surplus)	141,948 77
	\$10,572,307 43

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches	43.941
Second track on main line and branches	23.57
Sidings on main line and branches .....	.58
Total length of all tracks and sidings owned	68.491
Weight of rail per yard	50, 54 & 62 lbs.
Gauge of track	4 ft 8 1/2 in.
Number of box cars, not motors	151
Open cars, not motors	6
Horses and mules	1,111
Number of motor cars	62
Rate of fare per passenger	Adults, 5c.; children, 3c.
Number of passengers carried in cars during year	30,109,35
Average number of employees (including officials) during year	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

General officers and clerks \$24,300 28

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages.
Conductors and drivers (motor cars).....		Per hour, \$0 18
Drivers and conductors (horse cars).....		Per hour, 16
Starters		Per hour, 15
Watchmen	12	Per day, 1 50
Switchmen	12	Per day, 1 50
Roadmen	10	Per day, 1 50
Hostlers.....	10	Per day, 1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	15	.....	15
Employees	1	1	2
Others.....	5	8	13
Total	21	9	30

Officers of the Company.

Name.	Title.	Official Address.
HENRY M. WATSON	President	No. 346 Main st., Buffalo, N. Y.
HARDIN A. LITTELL.....	Vice-President and Gen. Man.....	No. 346 Main st., Buffalo, N. Y.
JOSEPH S. BAECHEER.....	Secretary and Treasurer.....	No. 346 Main st., Buffalo, N. Y.
EDWARD EDWARDS	Superintendent	No. 346 Main st., Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
H. SELLERS MCKEE.....	Pittsburg, Pa.
EDWARD E. DENNISTON.....	Philadelphia, Pa.
THOMAS DEWITT CUYLER.....	Philadelphia, Pa.
HORACE MAGEE.....	Philadelphia, Pa.
CORNELIUS C. CUYLER.....	New York city.
HENRY M. WATSON.....	Buffalo, N. Y.
SAMUEL S. SPAULDING.....	Buffalo, N. Y.
HARDIN H. LITTELL.....	Buffalo, N. Y.
ROBERT L. FRYER	Buffalo, N. Y.
GEORGE URBAN, Jr.....	Buffalo, N. Y.
DANIEL O'DAY	Buffalo, N. Y.
JOHN L. WILLIAMS.....	Buffalo, N. Y.
JOHN N. SCATCHERD.....	Buffalo, N. Y.

Title of company, Buffalo Railway Company.

General offices at 346 and 348 Main street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information as to this report, address Joseph S. Baecher, Secretary.

CANANDAIGUA.

(Date of charter, May 4, 1886.)

The Canandaigua Street Railroad Company was organized in April, 1886, obtained its certificate of incorporation in May, 1886, and bought its franchise at a public sale authorized by the board of trustees of the village of Canandaigua on December 2, 1886, agreeing to pay therefor into the village treasury per annum, one thirty-second of one per cent of the gross receipts derived from its operation.

The road was built under contract by the Canandaigua Construction Company, one-half the line being completed and put in operation September 6, 1887, and the whole October 1, 1887. During the year ending September 31, 1889, a one-half mile branch to the fair ground was built. The road and its property were sold in foreclosure proceedings July 2, 1892; its operation as a horse railroad has been discontinued, and it is understood that the road is to be reorganized and extended and to be operated by electricity.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total per value.	Cash realized on amount outstanding.
Authorized by law or charter	800	\$30,000	.....
Issued for actual cash	15	\$1,500	.....
Issued on account of construction	285	\$8,500	.....
Total now outstanding	300	\$30,000	\$15,704 21

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	* Oct. 1, 1907	P.C. 6	April 1 & Oct. 1	\$20,000	\$20,000

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	.....	\$6,035 21
Buildings and fixtures .....	.....	91 22
Interest and discount charged to construction .....	.....	496 72
Road built by contract.....	.....	27,439 36
Purchase of constructed road .....	.....	91 60
Total cost of road .....	.....	\$34,171 61
EQUIPMENT.		
Horses .....	.....	\$77 00
Harness	\$54 37	111 22
Cars.....	.....	851 00
Total cost of equipment	\$54 37	\$1,746 55
Grand total cost of road and equipment.....	\$54 37	\$35,918 16

* With option for five years.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,231 51
Less operating expenses (excluding all taxes)	4,425 69
Net loss from operation	\$194 18
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$139 15
Taxes on earnings and capital stock	34 15
Interest on funded debt due and accrued	1,200 00
	1,373 30
Deficit for year ending June 30, 1892	\$1,567 48

OPERATING EXPENSES.

Repairs of roadbed and track	\$48 25
Repairs of cars and other vehicles	32 34
Repairs of harness and stable equipment	54 37
Horseshoeing	218 31
Provender (including expense of grinding)	1,702 60
Wages of conductors and drivers	1,080 75
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	985 79
Light and fuel	26 34
Insurance	76 88
Contingencies	200 06
Total operating expenses	\$4,425 69

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road and equipment	\$35,922 46
<i>Current assets, as follows:</i>	
Bills receivable	30 00
Open accounts	600 00
Supplies on hand	84 30
Unpaid assessments	1,600 00
Profit and loss (deficiency)	1,567 48
	\$39,804 24

LIABILITIES.

Capital stock	\$15,704 24
Funded debt	20,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt	1,200 00
Bills payable	2,900 00
	\$39,804 24

Characteristics of Road, Equipment, Etc.,**Length of railway owned by company, as follows:**

	Miles.
Single track, main line, from lake to barn	2
Single track, branch, from Main street to Fair grounds .....	.5
Total length of single track on main line and branches	2.5

Weight of rail per yard	25 and 38 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	4
Open cars	2
Horses and mules	22
Schedule time making trip one way	30 min.
Cars are run	Every 15 min.
Rate of fare per passenger	5, 41.5 & 3 cts.
Number of passengers carried in cars during year	100,000

Salaries, Wages, Etc., of Officers and Employees.**EMPLOYEES.**

	Average number of hours on duty per day.	Wages per day.
Drivers	12	\$1 00
Hostlers	14	1 00

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
A. S. COOLEY	President	Canandaigua, N. Y.
C. F. MILLIKEN	Secretary	Canandaigua, N. Y.
C. C. SACKETT	Treas. and Gen. Manager	Canandaigua, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
F. O. CHAMBERLAIN	Canandaigua, N. Y.
C. F. MILLIKEN	Canandaigua, N. Y.
C. C. SACKETT	Canandaigua, N. Y.
M. N. CLEMENT	Canandaigua, N. Y.
A. E. COOLEY	Canandaigua, N. Y.
I. B. SMITH	Canandaigua, N. Y.
A. S. COOLEY	Canandaigua, N. Y.

Title of company, Canandaigua Street Railroad Company.

General offices at Canandaigua, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Thursday in May.

For information concerning this report, address C. C. Sackett, Managing Director.

CENTRAL CROSSTOWN (New York city).

(Date of charter, March 23, 1873.)

This company was organized under the general railroad laws of 1850 and acts supplementary thereto and is the owner of the franchises granted by chapter 160, Laws of 1873, by assignment of the grantees therein named. On the 28th day of May, 1890, this company leased the property of the Christopher and Tenth Street Railroad Company at a rental of eight per cent per annum on its capital stock and interest on its funded debt.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value	
Authorized by law	6,000	\$600,000	.....
Issued for actual cash	270	\$27,000	\$27,000
Issued on account of construction	5,730	573,000	\$73,000
Total now outstanding	6,000	\$600,000	\$99,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Nov., 1922	P.C. 6	May 1 & Nov. 1	* \$250,000	\$52,000

* Of the above bonds, \$300,000 were exchanged for previously outstanding bonds of the company for same amount bearing interest at 7 per cent, and \$52,000 was realized in cash for the remaining fifty bonds.

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Roadbed, superstructure and rails.....		\$379,616 32
Right of way.....		200,000 00
Real estate, buildings and fixtures.....		181,629 81
Total cost of road.....		<u>\$761,246 13</u>
EQUIPMENT.		
Horses and harness.....		\$38,650 50
Cars, wagons, trucks, snow-plows, sleighs.....		40,103 37
Total cost of equipment.....		<u>\$78,753 87</u>
Grand total cost of road and equipment.....		<u><u>\$840,000 00</u></u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$524,150 55
Less operating expenses (excluding all taxes).....		364,728 33
Net earnings from operation.....		<u>\$159,422 22</u>
<i>Income from other sources, as follows, viz.:</i>		
Advertising receipts.....	\$2,400 00	
Rent real estate.....	1,811 75	
		<u>4,211 75</u>
Gross income from all sources.....		<u>\$163,633 97</u>
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$4,533 04	
Taxes on earnings and capital stock.....	37,634 05	
Interest on funded debt due and accrued.....	26,300 00	
Rents of leased lines.....	52,000 00	
		<u>120,467 09</u>
Net income from all sources.....		<u>\$43,166 88</u>
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 7 per cent on capital stock.....		42,000 00
Surplus for year ending June 30, 1892.....		<u>\$1,166 88</u>

General Income Account.

Surplus for year ending June 30, 1892.....	\$1,166 88
Surplus up to June 30, 1891.....	10,474 67
Total surplus June 30, 1892.....	<u>\$11,641 55</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	<u>\$524,150 55</u>
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$9,407 75
Repairs of buildings and fixtures.....	3,141 44
Repairs of cars and other vehicles.....	18,280 40
Repairs of harness and stable equipment.....	3,916 04
Horseshoeing.....	7,001 10
Renewals of horses and mules.....	11,548 80
Provender (including expense of grinding).....	61,516 56
Salaries of general officers and clerks.....	14,941 94
Wages of conductors and drivers.....	138,068 78
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	61,706 67
Light and fuel.....	2,148 66
Water tax.....	328 20
Damages to persons and property.....	9,350 39
Legal expenses.....	7,858 57
Advertising, printing and other expenses.....	2,843 72
Insurance.....	3,194 10
Removal of snow and ice.....	1,439 00
Contingencies.....	1,789 71
Rent of tracks.....	6,237 50
Total operating expenses.....	<u>\$364,728 33</u>

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$761,946 13
Cost of equipment		280,783 87
Other permanent investments		1,000 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$16,983 17	
Open accounts	3,658 58	
		20,641 55
		<u>\$861,641 55</u>
LIABILITIES.		
Capital stock		\$600,000 00
Funded debt		250,000 00
Profit and loss (surplus)		11,641 55
		<u>\$861,641 55</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Twenty-third street and East river, to Hoboken ferry	2.08519
Second track on main line from Hoboken Ferry to Twenty-third street and East river	1.90818
Sidings on main line and branches .....	.19100
Total length of all tracks and sidings owned	<u>4.18437</u>
<i>Length of railways actually leased and operated by this company, as follows:</i>	Miles.
Single track from Christopher Street ferry to Tenth Street ferry, East river....	2.25
Single track from Christopher Street ferry to Fourteenth street and Fourth avenue	1.50
Total length of single track leased	3.75
Second track and sidings	3.75
Total length of all tracks and sidings leased	<u>7.50</u>
Grand total length of all tracks and sidings owned and leased	<u>11.68437</u>
Weight of rails per yard	45 to 55 lbs.
Gauge of track	4 ft. 8 1/4 in.
Number of box cars	113
Horses and mules	538
Schedule time making trip one way. { to East Twenty-third street.....	26 min.
{ to East Tenth street.....	23 1/4 min.
{ to East Fourteenth st. and Fourth ave....	17 1/2 min.
Cars are run	Every 1 to 4 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	10,428,821
Average number of employees (including officials) during year	424

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.	Annual salary.
General officers	\$14,361 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	\$1 50 to \$1 00
Drivers	11	1 00
Starters	9 1/2	1 00
Watchmen	11	1 00
Roadmen	10	1 00 to 2 00
Hostlers	10	1 00
Repair shop	10	1 75 to 2 00

CENTRAL CROSSTOWN.

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ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	1
Others, not employes	3	3
Total	1	3	4

Officers of the Company.

Name.	Title.	Official Address.
GEORGE S. HART	President	New York city.
ADDISON CAMMACK	Vice-President	New York city.
E. BURTON HART	Treasurer and Second Vice-President	New York city.
MILTON I. MASSON	Secretary	New York city.

Directors of the Company.

Name.	Residence.
GEORGE S. HART	New York city.
ADDISON CAMMACK	New York city.
MILTON I. MASSON	New York city.
E. BURTON HART	New York city.
JULIUS BENEDICT	New York city.
NOAH C. ROGERS	New York city.
JOHN W. STERLING	New York city.
CHARLES F. COX	New York city.
GEORGE W. LENCH	New York city.
WILLIAM H. HAZZARD	New York city.
JOEL F. FREEMAN	New York city.
CHARLES B. WEBSTER	New York city.

Title of company, Central Crosstown Railroad Company.

General offices at 170 Christopher street, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information as to this report, address M. I. Masson, Secretary.

CENTRAL PARK, NORTH AND EAST RIVER (New York city).

(Date of charter, July 19, 1890.)

This company runs over the tracks of the Dry Dock, East Broadway and Battery Railroad Company. Lease dated January 5, 1878. Seven hundred and fifty dollars per annum, payable semi-annually, and to continue while the tracks are used in common.

This company (Central Park, North and East River Railroad Company) has a perpetual lease of the tracks, roadway, etc., of the New York Central and Hudson River Railroad Company from Thirtieth street to Canal street, through Tenth avenue and West street, and in compensation therefore agrees to keep the pavement in repair upon the line to the extent that the New York Central and Hudson River Railroad Company is required by law to do.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding
Authorized by law or charter	18,000	\$1,800,000	.....
Issued for actual cash	9,664.69	\$966,469	\$966,469
Issued on account of construction, previous to 1875	6,490	649,000	.....
Issued previous to 1879 for stock dividends	1,845.31	184,531	.....
Total now outstanding	18,000	\$1,800,000	\$966,469

REPORT OF THE RAILROAD COMMISSIONERS.

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage on all property.....	Dec. 1, 1902	P.C. 7	June & Dec.	\$1,200,000	\$1,106,990

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$75 00	\$1,833,909 70
Buildings and fixtures.....	14,802 23	525,627 22
Total cost of road.....	\$14,877 23	\$2,359,536 92
EQUIPMENT.		
Horses		\$323,000 00
Harness		3,500 00
Cars and fixtures.....		211,100 00
Dummies		2,800 00
Total cost of equipment		\$450,600 00
Gross total cost of road and equipment.....	\$14,877 23	\$2,810,136 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Recording consent of property owners to change motive power.....	\$75 00
Purchase of real estate.....	14,802 23
Total	\$14,877 23

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$613,317 10
Less operating expenses (excluding all taxes).....	591,974 50
Net earnings from operation	\$221,342 60
Income from other sources, as follows, vis.:	
Rent	\$10,344 75
Advertising bureau.....	2,000 02
Interest.....	1,335 36
	13,579 13
Gross income from all sources	\$234,921 73
Deductions from income, as follows, vis.:	
Taxes on property used in operation of road.....	\$5,667 19
Taxes on earnings and capital stock	6,906 10
Taxes other than above	5,323 29
Interest on funded debt due and accrued	84,000 00
	102,135 58
Net income from all sources	\$132,786 15
Payments from net income, as follows, vis.:	
Dividends declared, 4% per cent on capital stock.....	55,500 00
Surplus for year ending June 30, 1892	\$77,286 15

CENTRAL PARK, NORTH AND EAST RIVER.

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General Income Account.

Surplus for year ending June 30, 1892	\$47,326 81
Deficit up to June 30, 1891	168,096 10
Total deficit June 30, 1892	<u>\$120,871 29</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	<u>\$818,317 10</u>
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$34,888 87
Repairs of buildings and fixtures.....	1,366 56
Repairs of cars and other vehicles.....	21,106 15
Repairs of harness and stable equipment.....	4,803 59
Horseshoeing.....	11,507 00
Renewals of horses and mules.....	54,326 19
Provender (including expense of grinding).....	122,956 01
Salaries of general officers and clerks.....	23,240 00
Wages of conductors and drivers.....	192,127 47
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	98,595 92
Light and fuel.....	6,967 31
Water tax.....	1,396 65
Damages to persons and property, including accidents insurance.....	11,358 28
Legal expenses.....	3,516 11
Advertising, printing and office expenses.....	1,375 39
Insurance.....	3,896 98
Removal of snow and ice.....	1,575 56
Contingencies.....	2,268 12
Interest.....	188 77
Total operating expenses.....	<u>\$501,974 84</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$2,359,536 92
Cost of equipment.....	450,630 48
Other permanent investments.....	5,110 00

Current assets, as follows, viz.:

*Cash on hand.....	\$70,495 25	
Open accounts.....	90 19	70,585 44
Profit and loss (deficiency).....		120,871 29
		<u>\$3,006,734 13</u>

LIABILITIES.

Capital stock.....	\$1,800,000 00
Funded d. bt.....	1,206,350 00

Current liabilities, as follows, viz.:

Dividends unpaid.....	\$145 25	
Open accounts.....	237 86	384 13
		<u>\$3,006,734 13</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Fifty-fourth street and Tenth avenue, east and west, to South Ferry.....	9.58
Length of single track on main line and branches.....	9.58
Total length of all tracks and sidings owned.....	<u>19.16</u>

Length of railways actually leased and operated by this company, as follows:

	Miles
Single track from Fifty-fourth street and Tenth avenue, east and west, to South Ferry, at various points of route.....	3.42
Second track and sidings.....	3.42
Total length of all tracks and sidings leased.....	<u>6.84</u>
Grand total length of all tracks and sidings owned and leased.....	<u>26</u>

* Included in above cash is the sum of \$25,499.17 (deposited in reserve), being amount of tax 1891, 4th suit.

Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	125
Open cars.....	60
Horses and mules.....	1,250
Schedule time making trip one way.....	2 hrs. 16 min.
Cars are run.....	Average 3¼ min.
Rate of fare per passenger.....	5 cents
Number of passengers carried in cars during year.....	16,344,440
Average number of employees (including officials) during year.....	400

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers including president, vice-president, secretary and treasurer, superintendent and clerks.....		\$30,575 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors, paid by trip, making.....	11	\$3 25 and \$2 00
Drivers.....	11	2 25 and 2 00
Starters.....	10¼	2 50 and 2 25
Watchmen.....	12	2 25
Switchmen.....	10	1 00
Roadmen.....	11	2 75 and 1 00
Hostlers.....	10	1 75
Carpenters, painters, etc.....	10	2 25 and 1 50

ACCIDENTS.

	Injured
Passengers.....	39
Others, not employees.....	4
Total.....	43

Officers of the Company.

Name.	Title.	Official Address.
G. HILTON SCRIBNER.....	President.....	789 Tenth avenue, N. Y. city.
C. DENSMORE WYMAN.....	Vice-President.....	789 Tenth avenue, N. Y. city.
J. L. VALENTINE.....	Secretary and Treasurer.....	789 Tenth avenue, N. Y. city.
JOHN H. OAKLEY.....	Superintendent.....	789 Tenth avenue, N. Y. city.

Directors of the Company.

Name.	Residence.
G. HILTON SCRIBNER.....	Yonkers, N. Y.
JOHN T. TERRY.....	Irrington, N. Y.
HENRY W. SMITH.....	Orange, N. J.
CHARLES DANA.....	New York city.
THOMAS C. ACTON.....	New York city.
HENRY K. SHELDON.....	Brooklyn, N. Y.
JAMES R. CUMMING.....	New York city.
C. DENSMORE WYMAN.....	Yonkers, N. Y.
J. ROMAINE BROWN.....	New York city.
CHAS. A. HOTCHKISS.....	Bridgeport, Conn.
MORRIS K. JESSUP.....	New York city.
DEMAS STRONG.....	Brooklyn, N. Y.
EDWARD C. SMITH.....	Brooklyn, N. Y.

Title of company, Central Park, North and East River Railroad Company.
 General offices at 789 Tenth avenue, New York city.
 Date of close of fiscal year, 30th of September.
 Date of stockholders' annual meeting, third Tuesday in October.
 For information as to this report, address 789 Tenth avenue, New York city.

CHRISTOPHER AND TENTH STREET.

(Date of charter, April 25, 1873.)

The Christopher and Tenth Street Railroad Company was organized under and pursuant to chapter 201 of the Laws of 1873, by which a grant was given to Lewis May and others, and sold by them to the company for 6,500 shares of its stock. On November 8, 1876, an extension or branch from the foot of Christopher street to Fourteenth street and Fourth avenue was added by a lease from the Twenty-third Street Railway Company.

The following report includes all transactions with the Ninth Avenue Railroad Company and the Twenty-third Street Railway Company, a portion of which is leased to this company.

On the 1st day of May, 1890, this company leased its railroad and property to the Central Crosstown Railroad Company. Lessee is to pay interest on debt and 8 per cent per annum on the capital stock as rental.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value	Cash realized on amount outstanding.
Authorized by law or charter, issued on account of construction and equipment and now outstanding.....	6,500	\$650,000	\$650,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
Mortgage on entire property, in- cluding franchise.....	Dec. 1, 1898	7	April & Oct.	\$100,000	\$90,000
	Dec. 1, 1898	6	April & Oct.	30,000	30,000
	Dec. 1, 1898	5	April & Oct.	20,000	20,000
	Dec. 1, 1898	5	April & Oct.	30,000	30,000
On depot—real estate.....	Nov. 1, 1892	4½	May & Nov.	30,000	30,000
Total				\$210,000	\$200,000

Cost of Road and Equipment.

Grand total cost of road and equipment \$766,211 32

Income Account for Year Ending June 30, 1892.

* Income from rental..... \$52,000 00

Payments from net income, as follows, viz.:

Dividends declared, 8 per cent on capital stock..... 52,000 00

General Balance Sheet June 30, 1892.

ASSETS

Cost of road..... \$766,211 32
Real estate..... 66,700 00
Profit and loss (deficiency)..... 27,088 68

\$860,000 00

LIABILITIES.

Capital stock..... \$650,000 00

Funded debt..... 210,000 00

\$860,000 00

* In addition to this sum the lessee also paid \$15,300 interest on lessor's funded debt.

REPORT OF THE RAILROAD COMMISSIONERS.

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN DOWNEY.....	President	New York city.
ISAAC HENDRIX.....	Vice-President	New York city.
GEORGE W. LINCH.....	Secretary and Treasurer	New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
ISAAC HENDRIX.....	New York city.
ALFRED WAGSTAFF.....	New York city.
EDWARD K. JONES.....	New York city.
R. R. GOVIN.....	New York city.
A. FORGER.....	New York city.
GEORGE W. LINCH.....	New York city.
JAMES A. RICHMOND.....	New York city.
JIM STEVENS.....	New York city.
GEORGE H. PRENTISS.....	New York city.
W. T. HATCH.....	Brooklyn, N. Y.
J. W. COOPER.....	Brooklyn, N. Y.
JOEL F. FREEMAN.....	East Orange, N. J.
JOHN DOWNEY.....	New York city.

Title of company, The Christopher and Tenth Street Railroad Company.

General offices at 168 Christopher street, New York city.

Date of close of fiscal year, June 1.

Date of stockholders' annual meeting, first Tuesday in June.

For information as to this report, address George W. Linch, Secretary and Treasurer.

CITY ISLAND.

OPERATED BY PELHAM PARK.

(Date of charter, August 30, 1884.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	\$50,000	.....
Issued for actual cash and now outstanding.....	500	12,500	\$12,275

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate	When payable.		
First mortgage bond.....	Jan. 2, 1896	p.c. 6	Jan. and July	\$27,573 17	\$27,573 17

Cost of Road.

Total cost up to
June 30, 1892.

Roadbed, superstructure and rails	\$40,132 59
Right of way	164 24
Total cost of road.....	\$40,296 74

CITY ISLAND.

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General Income Account

Surplus up to June 30, 1891..... \$101 83

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$40,386 74
<i>Current assets, as follows, viz.:</i>	
Open accounts.....	1,339 09
Due from stockholders.	236 00
	<hr/> \$41,850 83 <hr/>
LIABILITIES.	
Capital stock.....	\$12,500 00
Funded debt.....	27,873 17
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	1,339 09
Sundries due treasurer.....	36 74
Profit and loss (surplus).....	101 83
	<hr/> \$41,850 83 <hr/>

Officers of the Company.

Name.	Title.	Official Address.
W. R. LAMBERTON.....	President.....	16 and 18 Exchange place, N. Y. city.
E. N. ANABLE	Secretary and Treasurer.	16 and 18 Exchange place, N. Y. city.
F. UNDERHILL.....	Superintendent	City Island, N. Y.

Directors of the Company.

Name.	Residence
W. R. LAMBERTON.....	Pelham Manor, N. Y.
ENGELS STUART	New York city.
E. N. ANABLE	Long Island City, N. Y.
HENRY D. CAREY.....	City Island, N. Y.
HOWARD N. POTTER	New Rochelle, N. Y.
SHERMAN T. PELL	City Island, N. Y.
J. RALPH BURNETT.....	New York city.

Title of company, City Island Railroad Company.
 General offices at City Island, N. Y.; branch office, 16 and 18 Exchange place, New York city.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Wednesday of June.
 For information as to this report, address City Island Railroad Company, 16 and 18 Exchange place, New York city.

CITY OF POUGHKEEPSIE.

(Date of charter, October 25, 1877.)

A special charter was granted May 6, 1880, by the Legislature, chapter 654 of Laws of 1880, incorporating the "Poughkeepsie City Railroad Company."
 That company was sold under decree in foreclosure and the purchasers of the property, franchises, etc., filed a certificate of reorganization October 25, 1877, pursuant to the provisions of General Railroad Act passed April 2, 1860, and acts amendatory and supplemental thereto, under the name or title of "City Railroad Company of Poughkeepsie."

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	3,400	\$85,000 00
Issued on account of construction and now outstanding	3,190 49-350	79,762 54

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage	May 1, 1895	p.c. 5	May and Nov.	\$12,000	\$12,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Roadbed, superstructure and rails since June 30, 1890.....		\$1,559 06
Purchase of constructed road and equipment, including betterments to June 30, 1890.....		104,819 06
Total cost of road.....		\$106,411 11
EQUIPMENT.		
Cars since July 1, 1890.....		500 00
Grand total cost of road and equipment.....		\$106,911 11

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$30,617 88
Less operating expenses (excluding all taxes).....	16,666 80
Gross income from all sources	\$3,951 08
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$427 76
Taxes on earnings and capital stock	174 88
Taxes other than above	17 85
Interest on funded debt due and accrued	600 00
	1,219 99
Net income from all sources.....	\$2,731 07
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared	2,005 06
Surplus for year ending June 30, 1892	\$726 43

General Income Account.

Surplus for year ending June 30, 1892	\$735 45
Surplus up to June 30, 1891.....	17,127 99
Total surplus June 30, 1892	\$17,863 44

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$30,189 16
Messenger	161 70
Baggage.....	267 00
Total gross earnings.....	\$30,617 86
OPERATING EXPENSES.	
Repairs of roadbed and track	\$617 00
Repairs of buildings and fixtures	545 97
Repairs of cars and other vehicles.....	496 52
Repairs of harness and stable equipment.....	343 29
Horseshoeing	1,045 10
Renewals of horses and mules	358 00
Provender (including expense of grinding).....	4,425 1
Salaries of general officers and clerks.....	1,330 6
Wages of conductors and drivers	2,544 0
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	2,960 5
Light and fuel.....	199 0
Water tax.....	25 1
Damages to persons and property	20 0
Legal expenses	539 1
Advertising, printing and office expenses.....	192 1
Insurance	212 5
Removal of snow and ice.....	232 1
Contingencies	65 0
Total operating expenses	\$16,666 80

CITY OF POUGHKEEPSIE.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment.....	\$106,911 11
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	1,476 59
Open accounts.....	75 28
Supplies on hand.....	917 00
Office change.....	246 00
	<u>\$109,625 98</u>

LIABILITIES.

Capital stock.....	\$79,762 54
Funded debt.....	12,000 00
Profit and loss (surplus).....	17,863 44
	<u>\$109,625 98</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Hudson river to Vassar college.....		3
Single track, branch, from main line to New York and Massachusetts railroad...		.25
Total length of single track on main line and branch.....		3.25
Sidings on main line and branch.....		1
Total length of all tracks and sidings owned.....		<u>4.25</u>
Weight of rail per yard.....	40 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	10	
Horses and mules.....	45	
Schedule time making trip one way.....	36 minutes.	
Cars are run:		
From stable to river.....	Every 12 min.	
To Vassar college.....	Every 24 min.	
Rate of fare per passenger.....	5 and 10 cents.	
Number of passengers carried in cars during year.....	304,676	
Average number of employees (including officials) during year.....	17	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.

Superintendent.....	Annual salary. \$1,200 00
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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Drivers.....	12	\$1 50
Watchmen.....	12	1 40
Switchmen.....	10	1 2½
Roadmen.....	10	2 00
Hostlers.....	12	1 60

Officers of the Company.

Name.	Title.	Official Address.
W. H. YOUNG.....	President.....	Poughkeepsie, N. Y.
E. S. ATWATER.....	Vice-President.....	Poughkeepsie, N. Y.
SILAS WOODELL.....	Secretary.....	Poughkeepsie, N. Y.
EDMUND YOUNG.....	Treasurer.....	Poughkeepsie, N. Y.
C. M. DAVIS.....	Superintendent.....	Poughkeepsie, N. Y.

Directors of the Company.

Name.	Residence.
W. H. YOUNG.....	Poughkeepsie, N. Y.
E. S. ATWATER.....	Poughkeepsie, N. Y.
SILAS WOODELL.....	Poughkeepsie, N. Y.
EDMUND YOUNG.....	Poughkeepsie, N. Y.
JOHN D. PLATT.....	Poughkeepsie, N. Y.
F. R. BAIN.....	Poughkeepsie, N. Y.
WM. R. INNIS.....	Poughkeepsie, N. Y.
JAMES REYNOLDS.....	Poughkeepsie, N. Y.
A. V. V. HAIGHT.....	Poughkeepsie, N. Y.

Title of company, City Railroad Company of Poughkeepsie.

General offices at 491 Main street, Poughkeepsie, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in July.

For information as to this report, address C. M. Davis, Superintendent.

CONEY ISLAND AND BROOKLYN.

(Date of charter, December 10, 1860.)

Resolution of common council, authorizing the construction, passed February 2, 1861. Act of Legislature, chapter 334 of 1861, to construct this road and to lay thereon rails of less weight than required by the General Railroad Act, and to widen and reconstruct the bridge at Coney Island, passed April 30, 1861. Acts of 1866, relating to Prospect (Brooklyn) Park Commissioners, directing change of roadway on park approaches. Act, chapter 675, passed May 7, 1868, modifying the change of roadway and to reduce the capital stock. Act, chapter 356, Laws of 1872, authorizing the construction of branch to communicate with Hamilton ferry. Lease of track, Hamilton avenue, effected by contract, July, 1874.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash.....	146	\$14,600	\$14,600
Issued on account of construction.....	4,846	484,600	484,600
Personal damages incident thereto.....	8	800	800
Total now outstanding.....	5,000	\$500,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Date.	When payable.		
First mortgage bonds.....	Jan. 1, 1904	p.c 5	Jan. & July	\$300,000	\$301,5
Certificate of indebtedness.....	Jan. 1910	6	Jan. & July	471,000	471,3
First mortgage bond of the Prospect Park and Flatbush Railroad Company assumed by this company on acquiring the capital stock of same.....	Aug. 1906	6	Feb. & Aug.	30,000	.....
Total.....	.....	.....	.....	\$791,000	\$772,80

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$19,846 29	\$185,474 28
Electric appliances pertaining to road and superstructure.....	26,595 57	53,133 57
Right of way	9,768 89	47,233 55
Real estate	50,000 00	84,313 55
Buildings and fixtures, exclusively used for electric purposes.....	16,846 36	69,773 20
All other buildings and fixtures		94,336 79
Interest and discount charged to construction	5,369 41	55,558 00
Road built by contract		450,000 00
Purchase of constructed road	15 38	45,569 48
Total cost of road.....	\$128,436 84	\$1,085,014 98
EQUIPMENT.		
Horses	*\$16,800 00	\$37,415 00
Harness		2,536 94
Cars, other than motor cars.....		73,777 59
Motor cars and fixtures.....	55,797 66	136,181 14
Total cost of equipment	\$41,997 66	\$249,259 67
Grand total cost of road and equipment	\$170,434 50	\$1,334,274 65

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$286,405 23
Less operating expenses (excluding all taxes).....		207,171 51
Net earnings from operation.....		\$79,233 42
<i>Income from other sources, as follows, viz.:</i>		
Rent of building.....	\$360 00	
Interest on bank account.....	234 57	
Leases.....	250 00	
		844 57
Gross income from all sources		\$80,077 99
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$10,132 37	
Taxes on earnings and capital stock.....	2,182 02	
Interest on funded debt due and accrued.....	34,108 50	
Rent of track.....	171 16	
		46,579 05
Net income from all sources		\$33,498 94
<i>Payments from net income, as follows, viz.:</i>		
Loss, in equipment, of horses		7,418 00
Surplus for year ending June 30, 1892.....		\$26,080 94

General Income Account.

Surplus for year ending June 30, 1892	\$26,080 94
Surplus up to June 30, 1891.....	62,385 95
Total surplus June 30, 1892.....	\$88,466 89

Analysis of Gross Earnings and Operating Expenses.

From passengers.....	\$286,405 23
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* Deduction.

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$1,268 94
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures.....	1,339 55
Repairs of buildings and fixtures, exclusively used for mechanical power.....	1,731 11
Repairs of all other buildings and fixtures.....	438 08
Repairs of cars (not motors) and other vehicles.....	5,229 70
Repairs of motor cars and fixtures.....	3,877 97
Repairs of harness and stable equipment.....	4,109 35
Horseshoeing.....	4,873 48
Renewals of horses and mules.....	5,485 00
Provender (including expense of grinding).....	41,986 00
Salaries of general officers and clerks.....	8,306 00
Wages of conductors and drivers on horse cars.....	60,586 19
Wages of conductors and motor men on cars propelled by mechanical traction.....	9,832 07
Wages of engineer, firemen and all others employed at power house.....	7,836 94
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	32,563 38
Light and fuel, other than at power house.....	1,258 47
Fuel, light and other supplies used at power house.....	6,580 01
Water tax.....	298 98
Damages to persons and property.....	4,672 11
Legal expenses.....	1,364 08
Advertising, printing and office expenses.....	1,119 19
Insurance.....	1,097 76
Removal of snow and ice.....	308 98
Contingencies.....	1,138 55
Total operating expenses.....	\$207,171 61

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$1,085,014 08
Cost of equipment.....	949,359 67

Current assets, as follows, viz.:

Cash on hand.....	69,381 54
Supplies on hand.....	17,746 83
	\$1,481,343 08

LIABILITIES.

Capital stock.....	\$500,000 00
Funded debt.....	791,000 00

Current liabilities, as follows, viz.:

Interest on funded debt.....	1,350 08
Dividends unpaid.....	29 00
Bills payable.....	33,847 13
Open accounts.....	6,650 00
Profit and loss (surplus).....	88,466 89
	\$1,481,343 08

Characteristics of Road, Equipment, Etc,

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from ferries to Coney Island.....	10.59
Single track, branch, from Hamilton avenue to Smith street.....	.26
Single track, branch, from Flatbush to Greenwood.....	1.80
Total length of single track on main line and branches.....	12.65
Second track on main line and branches.....	12.96
Sidings on main line and branches.....	.25
Total length of all tracks and sidings owned.....	24.77

Weight of rail per yard.....	59 to 80 lbs
Gauge of track.....	4 ft. 8½ in
Number of box cars, not motors.....	1
Open cars, not motors.....	1
Horses and mules.....	11
Number of motor cars.....	1
Schedule time making trip one way.....	City, 45 min.; country, 25 min
Cars are run.....	Every 4 to 8 min
Rate of fare per passenger.....	City, 5c.; country, 5 to 10c
Number of passengers carried in cars during year.....	5,440,411
Average number of employees (including officials) during year.....	11

CONEY ISLAND AND BROOKLYN.

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Salaries, Wages, Etc., of Officers and Employees

	OFFICERS AND CLERKS.	Annual salary.
General officers.....		\$8,306 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers.....	12	\$1 50 to \$2 00
Starters.....	12	2 00 to 2 50
Watchmen, car cleaners and switchmen.....	12	1 75 to 2 00
Roadmen.....	12	1 50 to 2 25
Hostlers.....	12	1 75
Towboys and changers.....	12	1 25 to 2 00
Mechanics.....	12	1 50 to 4 00
Horseshoers.....	12	3 00 to 3 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	12	.....	12
Others, not employees.....	2	2	4
Total.....	14	2	16

Officers of the Company.

Name.	Title.	Official Address.
H. W. SLOCUM.....	President.....	Brooklyn, N. Y.
EDWARD F. DRAYTON.....	Secretary and Treasurer.....	Brooklyn, N. Y.
D. W. SULLIVAN.....	Superintendent.....	Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
H. W. SLOCUM.....	Brooklyn, N. Y.
WILLIAM MARSHALL.....	Brooklyn, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
WILLIAM JOHNSTON.....	Brooklyn, N. Y.
WILLIAM N. DYKEMAN.....	Brooklyn, N. Y.
MICHAEL CHAUNCEY.....	Brooklyn, N. Y.
DAVID L. ARNOTT.....	Brooklyn, N. Y.
L. BURLING.....	Brooklyn, N. Y.
*E. J. DENISON.....	Brooklyn, N. Y.
H. W. SLOCUM, JR.....	Brooklyn, N. Y.
WYCKOFF VANDERHOFF.....	Brooklyn, N. Y.
MICHAEL MURPHY.....	Brooklyn, N. Y.
EDWARD F. DRAYTON.....	Brooklyn, N. Y.

Title of company, Coney Island and Brooklyn Railroad Company.

General offices at Smith and Ninth streets, Brooklyn, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in October.

For information as to this report, address Edward F. Drayton, Secretary and Treasurer.

* Deceased

CORTLAND AND HOMER.

(Date of charter February 26, 1883.)

The road was commenced in the spring of 1883, 2.86 miles of track put down, but on account of an injunction stopping the company crossing the Syracuse and Binghamton steam road, midway between the two villages, by the Delaware, Lackawanna and Western Railway Company, further work on said road was abandoned until the horse railroad company could obtain their right by legal process. That being accomplished, the company have nearly completed the road; that is, they have built a little more than a mile of road, making 3.86 miles of the four miles the charter calls for. In the meantime the company leased a portion of the road from Cortland to the crossing of said Syracuse, Binghamton and New York railroad to D. N. Miller, run in connection with his bus line up to the 14th day of September, 1883, when the said horse railroad company took full charge of the road, and proceeded to finish the road, barns and car house and equip the same.

Capital Stock.

	Number of shares.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	800	\$40,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1883.	Total cost of road and equipment up to June 30, 1883.
Roadbed, superstructure and rails		\$34,389 41
Right of way		625 00
Real estate		2,579 54
Buildings and fixtures	\$1,250 00	6,747 00
Interest and discount charged to construction		673 02
Total cost of road	\$1,250 00	\$35,435 97
EQUIPMENT.		
Horses		\$2,344 00
Harness		188 08
Cars		6,028 75
Wagons, trucks, snow-plows, sleighs	\$43 00	214 19
Total cost of equipment	\$43 00	\$3,408 48
Grand total cost of road and equipment	\$1,293 00	\$44,899 35

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Addition to barn	\$1,250 00
Wagon	43 00
Total	\$1,293 00

CORTLAND AND HOMER.

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Income Account for the Year Ending June 30, 1892.

Gross earnings from operation.....	\$10,219 40
Less operating expenses (excluding all taxes).....	8,415 87
Gross income from all sources	\$1,803 53
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$228 08
Taxes on earnings and capital stock	153 79
Taxes other than above	84 00
	474 82
Net income from all sources.....	\$1,328 71
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 8 per cent on capital stock	1,200 00
Surplus for year ending June 30, 1892	\$128 71

General Income Account.

Surplus for year ending June 30, 1892	\$128 71
Surplus up to June 30, 1891.....	5,102 14
Total surplus June, 30, 1892.....	\$5,230 85

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$9,665 90
Express packages	347 40
Advertising in cars	206 10
Total gross earnings.....	\$10,219 40

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$75 91
Repairs of buildings and fixtures.....	92 21
Repairs of cars and other vehicles	217 90
Repairs of harness and stable equipment.....	42 15
Horseshoeing.....	175 48
Renewals of horses and mules	120 00
Provender (including expense of grinding)	1,757 67
Salaries of general officers and clerks.....	1,690 25
Wages of conductors, drivers.....	2,187 57
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	1,394 60
Light and fuel.....	84 15
Advertising, printing and office expenses	88 00
Insurance.....	68 75
Removal of snow and ice.....	280 16
Contingencies	141 07
Total operating expenses.....	\$8,415 87

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$35,485 90
Cost of equipment.....	9,403 48
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,230 01
Bills receivable	115 00
Supplies on hand.....	1,466 00
	\$48,700 39

LIABILITIES.

Capital stock	\$40,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	775 00
Sundries.....	2,694 54
Profit and loss (surplus)	5,230 85
	\$48,700 39

REPORT OF THE RAILROAD COMMISSIONERS.

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Cortland to Homer		3.50
Single track, sidings .....		.20
Total length of single track on main line and branches		4.00
Weight of rails per yard	35 and 30 lbs.	
Gauge of track	4 ft. 8 $\frac{1}{2}$ in.	
Number of box cars	4	
Open cars	4	
Horses and mules	10	
Schedule time making trip one way	35 to 40 min.	
Cars are run	One every hour each way.	
Rate of fare per passenger	5, 6 and 10 cents; tickets, 20 per cent off; 6 cents, labor tickets.	
Number of passengers carried in cars during year	130,000	
Average number of employes (including officials) during year	8 to 10	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President		\$400 00
Vice-president, secretary and treasurer		600 00
Superintendent		725 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	13 to 14	\$1 42
Drivers	13 to 14	1 25 $\frac{1}{2}$
Roadmen	10	1 25 $\frac{1}{2}$
Hostlers	13 to 14	1 25 $\frac{1}{2}$

Officers of the Company.

Name.	Title.	Official Address.
CHAS. H. GARRISON	President	Troy, N. Y.
S. E. WELCH	Secretary and Treasurer	Cortland, N. Y.
B. B. TERRY	Superintendent	Cortland, N. Y.

Directors of the Company.

Name.	Residence.
CHAS. H. GARRISON	Troy, N. Y.
D. C. DICKENSON	Cortland, N. Y.
S. E. WELCH	Cortland, N. Y.
M. H. MCGRAW	Cortland, N. Y.
L. D. GARRISON	Cortland, N. Y.
E. MUDGE	Cortland, N. Y.
R. BUSHBY	Cortland, N. Y.
E. M. HULBERT	Cortland, N. Y.
C. P. WALRAD	Cortland, N. Y.
C. F. THOMPSON	Cortland, N. Y.
G. J. MCGEE	Cortland, N. Y.
I. G. SCHERMERHORN	Cortland, N. Y.
O. W. COLLINS	Cortland, N. Y.

Title of company, Cortland and Homer Horse Railroad Company.

General offices at Garrison block, Cortland, N. Y.

Date of close of fiscal year, June 30, 1893.

Date of stockholders' annual meeting, first Tuesday in July.

For information as to this report, address S. E. Welch, Secretary.

COURT STREET AND EAST END — (Binghamton).

(Date of charter, March 23, 1890.)

This company was organized under the Laws of 1884.
 Partially completed and equipped and operations begun over part of line in December, 1887.
 Road finished and operations extended over entire line April, 1889.
 August 30, 1890, leased and begun to use track and equipment of West Side Street Railway.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	350	\$35,000	\$35,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails	\$115 00	\$31,563 18
Right of way		1,700 00
Real estate		1,800 00
Buildings and fixtures	11 00	3,488 61
Interest and discount charged to construction	58 50	470 18
Total cost of road	\$178 50	\$38,019 91
EQUIPMENT.		
Horses	*\$70 00	\$3,009 60
Harness		250 00
Cars		6,480 08
Wagons trucks, snow-plows, sleighs		158 90
Total cost of equipment.....		\$9,898 66
Grand total cost of road and equipment.....	\$108 50	\$38,873 56

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$11,441 60
Less operating expenses (excluding all taxes)		12,538 76
Deficit from operation		\$1,087 16
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$190 04	
Taxes on earnings and capital stock	154 81	
		344 85
Deficit for year ending June 30, 1892		\$1,481 51

* Deduction.

General Income Account.

Deficit for year ending June 30, 1892		\$1,451 51
Surplus to June 30, 1891	\$1,066 54	
Mutilated coin, shortage, boxes, etc., etc., from start of road to date	800 49	786 06
Total deficit June 30, 1892		\$465 46

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$9,335 23
Tickets	2,067 00
Advertising	89 37
Total gross earnings	\$11,491 60

OPERATING EXPENSES.

Repairs of roadbed and track	\$73 25
Repairs of buildings and fixtures	34 41
Repairs of cars and other vehicles	168 12
Repairs of harness and stable equipment	83 73
Horseshoeing	513 84
Renewals of horses and mules	150 00
Provender (including expense of grinding)	3,335 00
Salaries of general officers and clerks	820 00
Wages of conductors, drivers, watchmen, starters, switchmen, roadmen, hostlers, etc	6,336 75
Light and fuel	91 02
Damages to persons and property	15 00
Advertising, printing and office expenses	32 00
Insurance	130 50
Removal of snow and ice	7 25
Veterinary surgeon	945 00
Leased line	500 00
Total operating expenses	\$12,692 74

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$38,872 53
Current assets, as follows, viz.:	
Cash on hand	216 52
Profit and loss (deficiency)	645 46
	\$39,734 51

LIABILITIES.

Capital stock	\$35,000 00
Current liabilities, as follows, viz.:	
Bills payable	4,119 51
Open accounts	615 04
	\$39,734 55

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Asylum hill to Court and Wall streets	2.35
Single track, branch, from Bevier to Court street	1
Total length of single track on main line and branch	3.35
Sidings on main line and branch .....	.13
Total length of all tracks and sidings owned	3.58
Length of railways actually leased and operated by this company, as follows:	
Single track from Court street to Beethoven street	1.50
Grand total length of all tracks and sidings owned and leased	4.8
Weight of rails per yard	35 and 45 lbs
Gauge of track	4 ft. 8 1/4 in
Number of box cars	1
Open cars	4
Horses and mules	17
Schedule time making trip one way	1 hour
Cars are run	15 minutes headway
Rate of fare per passenger	4 and 5 cents
Number of passengers carried in cars during year	241,86

COURT STREET AND EAST END.

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Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.		Annual salary.
Secretary and treasurer		\$100 00
Superintendent		750 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Drivers.....	14	\$1 50
Roadmen	10	1 25
Hostlers	14	1 50

Officers of the Company.

Name.	Title.	Official Address.
C. M. STONE.....	President	Binghamton, N. Y.
W. G. PHELPS.....	Secretary and Treasurer	Binghamton, N. Y.
MILES LEONARD.....	Superintendent.....	Binghamton, N. Y.

Directors of the Company.

Name.	Residence.
*J. R. CLARKE.....	Binghamton, N. Y.
C. M. STONE.....	Binghamton, N. Y.
*D. T. FINCH	Binghamton, N. Y.
B. S. CURRAN	Binghamton, N. Y.
GEORGE F. LYON	Binghamton, N. Y.
G. L. SESSIONS.....	Binghamton, N. Y.
W. G. PHELPS.....	Binghamton, N. Y.

Title of company, Court Street and East End Railroad Company.
 General offices at Binghamton, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Tuesday in October.
 For information as to this report, address W. G. Phelps, Secretary.

CROSSTOWN (Buffalo).

(Date of charter, February 1, 1890.)

Organized pursuant to chapter 252 of the Laws of 1894. Its lines in Seneca, Elk, Washington, Perry, Michigan, Sycamore, Main and Tonawanda streets are now in process of construction. The service on the line operated (Main street, from Scajaquada creek northerly to the New York Central railroad crossing) was furnished by the Buffalo Railway Company, this company not yet having bought any equipment. The company commenced operating its line on Seneca street September 9, 1891, in Elk street December 20, 1891, in Tonawanda street January 3, 1892, and in Sycamore and Washington streets March 23, 1892. All equipment and power was furnished by the Buffalo Railway Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	15,000	\$1,500,000	.....
Issued for actual cash.....	50	\$5,000	.....
Issued on account of construction	4,950	495,000	.....
Total now outstanding.....	5,000	\$500,000	\$500,000

* Deceased.

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgages	Feb. 1, 1881	p.c. 5	June and Dec.	\$350,000	\$350,000

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$382,855 47	\$972,175 30
Electric appliances pertaining to road and superstructure	62,809 97	246,640 15
Interest and discount charged to construction	17,010 53	17,010 53
Total cost of road	\$502,675 97	\$1,235,826 07

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Construction of additional tracks and electric appliances	\$502,675 97
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$108,351 15
Less operating expenses (excluding all taxes)	71,549 85
Net earnings from operation	\$36,800 30
<i>Income from other sources, as follows, viz.:</i>	
Advertising	725 65
Gross income from all sources	\$37,525 95
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$1,275 25
Taxes on earnings and capital stock	8,192 41
Interest due and accrued	17,044 84
	24,512 50
Surplus for year ending June 30, 1892	\$13,013 45

General Income Account.

Surplus for year ending June 30, 1892	\$13,013 45
Surplus up to June 30, 1891	294
Total surplus June 30, 1892	\$13,307

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$108,351 15
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CROSBTOWN.

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OPERATING EXPENSES.

Repairs of roadbed and track	\$4,828 75
Repairs of buildings and fixtures	1,000 00
Repairs and renewals of cars, motors and other vehicles	13,092 48
Salaries of general officers and clerks	636 70
Wages of conductors and motor men	29,521 31
Wages of engineer, firemen and other employees at power house	5,574 01
Wages of watchmen, starters, switchmen, roadmen, etc	2,884 36
Light and fuel other than at power house	11 45
Fuel, light and other supplies used at power house	10,309 28
Water tax	12 43
Damages to persons and property	594 93
Advertising, printing and office expenses	329 30
Removal of snow and ice	2,487 38
Contingencies	367 02
Total operating expenses	\$71,549 85

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$1,235,827 07
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$307 45
Open accounts	761 43
	1,028 88
	\$1,236,855 95

LIABILITIES.

Capital stock	\$500,000 00
Funded debt	350,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	\$234,573 78
Open accounts	138,441 07
	373,014 85
Profit and loss (surplus)	13,841 55
	\$1,236,855 95

Characteristics of Road, Equipment, Etc.

	Miles.
Total length of single track on main line and branches	16.460
Second track on main line and branches	14.660
Total length of all tracks and sidings owned	31.120

Weight of rail per yard	69 lbs.
Gauge of track	4 ft. 8½ in.
Rate of fare per passenger	5 cents, adults; children, 3 cents.
Number of passengers carried in cars during year	2,397,481
Average number of employees (including officials), during year	390

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.

Annual salary.
\$636 70

General officers

OTHER EMPLOYEES.

	Per day.
*Conductors	
*Drivers	
†Starters	
Watchmen	\$1 50
Switchmen	1 50
Roadmen	1 50

* Eighteen cents per hour. † Fifteen cents per hour.

REPORT OF THE RAILROAD COMMISSIONERS.

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	0	3
Employees	1	0	1
Others	6	2	8
Total	10	2	12

Officers of the Company.

Name.	Title.	Official Address.
HARDIN H. LITTELL.....	Pres. and Gen. Manager.....	346 Main street, Buffalo, N. Y.
JOSEPH S. BAECHER.....	Secretary and Treasurer.....	346 Main street, Buffalo, N. Y.
EDWARD EDWARDS.....	Superintendent.....	346 Main street, Buffalo, N. Y.

Directors of the Company.

Name.	Residence.
H. H. LITTELL.....	Buffalo, N. Y.
E. E. DENNISTON.....	Philadelphia, Pa.
H. SELLERS MCKEE.....	Pittsburg, Pa.
MURRAY A. VERNER.....	Pittsburg, Pa.
C. C. CUTLER.....	New York city.
HENRY W. BOX.....	Buffalo, N. Y.
JOHN M. BRINKER.....	Buffalo, N. Y.

Title of company, Crosstown Street Railway Company of Buffalo.

General offices at 346 Main street, Buffalo, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information as to this report, address J. S. Baecher, Secretary.

DEERFIELD AND UTICA.

(Date of charter, May 8, 1886.)

Road commenced running November 1, 1886.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter and now outstanding.....	120	\$12,000	\$12,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1886.
Cost of road		\$19.0 00
EQUIPMENT.		
Horses.....		\$1.1 00
Harness.....		10 00
Office furniture.....		2 00
Cars.....		1.8 00
Wagons, trucks, snow-plows, sleighs.....		1 00
Total cost of equipment.....		\$3.2 00
Grand total cost of road and equipment		\$22.2 00

DEERFIELD AND UTICA.

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Income Account for the Year Ending June 30, 1892.

Gross earnings from operation.....	\$4,132 40
Less operating expenses (excluding all taxes).....	2,968 12
Gross income from all sources.....	\$1,164 28
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$78 20
Taxes on earnings and capital stock.....	28 04
Interest on temporary loan due and accrued	608 08
	709 32
Surplus for year ending June 30, 1892.....	\$450 96

General Income Account.

Surplus for year ending June 30, 1892	\$450 96
Surplus up to June 30, 1891.....	361 71
Total surplus June 30, 1892.....	\$788 70

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$4,132 40
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$56 31
Repairs of buildings and fixtures	17 02
Repairs of cars and other vehicles.....	34 11
Repairs of harness and stable equipment	42 11
Horseshoeing	135 13
Renewals of horses and mules	102 40
Provender (including expense of grinding)	988 10
Wages of conductors and drivers.....	1,218 50
Light and fuel	43 44
Legal expenses	1 00
Advertising, printing and office expenses	16 05
Insurance	62 00
Removal of snow and ice	154 80
Contingencies	98 33
Bedding	36 51
Total operating expenses	\$3,996 12

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$19,090 43
Cost of equipment	3,852 78
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	80 35
	\$22,513 56

LIABILITIES.

Capital stock	\$12,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	9,724 86
Profit and loss (surplus)	788 70
	\$22,513 56

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Utica to Schuyler road	2
Weight of rails per yard	47 lbs.
Gauge of track.....	4 ft. 8 1/4 in.
Number of box cars.....	3
Horses	8
Schedule time making trip one way	80 minutes.
Cars are run.....	Every 15 min.
Rate of fare per passenger.....	3 and 5 cents.
Number of passengers carried in cars during year	About 84,000
Average number of employees (including officials) during year	5

REPORT OF THE RAILROAD COMMISSIONERS.

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.

General officers	Annual salary. \$300 00
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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Drivers	12	\$1 11

Officers of the Company.

Name.	Title.	Official Address.
FRED. G. WEAVER	President and Superintendent.....	Deerfield, N. Y.
A. T. GOODWIN.....	Secretary and Treasurer	Utica, N. Y.

Directors of the Company.

Name.	Residence.
FREDERICK G. WEAVER	Deerfield, N. Y.
ALEXANDER T. GOODWIN	Utica, N. Y.
JOSEPH R. SWAN	Utica, N. Y.
WILLIAM M. WHITE	Utica, N. Y.
PUBLIUS V. ROGERS	Utica, N. Y.
J. MILTON BUTLER	Utica, N. Y.

Title of company, Deerfield and Utica Railroad Company.

General offices at Utica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in October

For information as to this report, address A. T. Goodwin, Secretary and Treasurer.

DRY DOCK, EAST BROADWAY AND BATTERY (New York city).

(Date of charter, December 8, 1863.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	12,000	\$1,200,000 00	.....
Issued for actual cash.....	.....	\$11,925 24	\$11,925 24
Issued on account of construction .....	.....	1,188,074 76	.....
Total now outstanding.....	12,000	\$1,200,000 00	\$11,925 24

FUNDED DEBT

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	1898.....	p.c. 7	June & Dec.	\$840,000	\$70,000
Certificates of indebtedness.....	1914.....	6	Feb. & Aug.	1,100,000	.....
Total.....	.....	.....	.....	\$1,940,000	\$70,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails .....	.....	\$255,579 28
Right of way .....	.....	1,562,410 79
Real estate .....	.....	896,538 60
Buildings and fixtures .....	.....	4,782 00
Total cost of road .....	.....	\$2,751,295 67
EQUIPMENT.		
Horses	* \$1,705 00	\$181,400 00
Harness .....	.....	5,000 00
Cars .....	.....	159,850 00
Tools in shop .....	.....	5,600 00
Wagons, trucks, snow-plows .....	.....	12,502 00
Total cost of equipment	* \$1,705 00	\$314,152 00
Grand total cost of road and equipment up to June 30, 1892	* \$1,705 00	\$3,065,447 67

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$737,860 70
Less operating expenses (excluding all taxes)		547,568 14
Net earnings from operation		\$190,292 56
<i>Income from other sources, as follows, viz.:</i>		
Interest	\$10,606 58	
Rents	2,455 00	
		13,151 58
Gross income from all sources		\$304,444 14
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$34,352 28	
Taxes on earnings and capital stock	13,715 42	
Interest on funded debt due and accrued	58,800 00	
Interest on certificates of indebtedness, accrued	66,000 00	
Rents paid	1,658 00	
Rents, tracks	3,960 00	
		168,486 40
Net income from all sources		\$34,957 74
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 5 per cent on capital stock		60,000 00
Deficit for year ending June 30, 1892		\$25,042 26

General Income Account.

Deficit for year ending June 30, 1892		\$25,042 26
Surplus up to June 30, 1891		50,822 06
		\$25,839 80
Loss in supplies	\$7,351 30	
Loss in horses	1,705 00	
		8,956 30
Total surplus June 30, 1892		\$16,883 50

* Decrease.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$736,000 70
Advertising in cars	1,860 00
Total gross earnings	\$737,860 70

OPERATING EXPENSES.	
Repairs of roadbed and track	\$335,375 70
Repairs of all other buildings and fixtures	6,414 60
Repairs of cars and other vehicles	35,601 85
Repairs of engine, boilers and machinery	2,120 17
Repairs of harness and stable equipment	4,084 59
Horseshoeing	14,122 58
Renewals of horses and mules	18,547 00
Provender (including expense of grinding)	108,346 12
Salaries of general officers and clerks	24,503 67
Wages of conductors and drivers	190,808 58
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	73,811 74
Light and fuel	8,553 58
Water tax	804 25
Damages to persons and property	5,441 65
Legal expenses	15,083 55
Advertising, printing and office expenses	3,226 66
Insurance	5,737 89
Removal of snow and ice	1,053 41
Contingencies	4,756 31
Total operating expenses	\$547,586 14

General Balance Sheet, June 30, 1892.

ASSETS.	
Cost of road	\$2,711,225 67
Cost of equipment	214,152 60
<i>Other permanent investments, as follows, viz.:</i>	
United States bonds	20,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$61,486 20
Supplies on hand	41,839 54
	103,325 74
	\$3,186,708 39
LIABILITIES.	
Capital stock	\$2,800,000 00
Funded debt	540,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt, accrued	4,000 00
Interest due and accrued on certificates	27,500 00
Profit and loss (surplus)	16,208 39
	\$3,186,708 39

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles
Single track, main line		10.387
Second track on main line		5.76
Sidings on main line		2.36
Total length of all tracks and sidings owned		18.509
Weight of rail per yard	41	
Gauge of track	4 ft. 8 in.	
Numbers of box cars		1
Open cars		1
Horses and mules		1
Schedule time making trip one way	23 to 25 1/2	
Cars are run	Every 1 1/4 to 2 1/2	
Rate of fare per passenger	5 cts	
Number of passengers carried in cars during year	14,730	
Average number of employees (including officials) during year		10

DRY DOCK, EAST BROADWAY AND BATTERY.

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Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$2 00
Drivers	10	2 00
Starters	8 to 10	\$2 00 to 2 50
Watchmen	12	1 75 to 2 75
Roadmen	10	1 60 to 2 00
Hostlers	10	1 75
Carpenters and painters	10	2 50 to 2 75
Receivers	8 to 10	2 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Others not employes	2	3	5
Total	4	3	7

Officers of the Company.

Name.	Title.	Official Address
WILLIAM WHITE	President.....	605 Grand street, N. Y. city.
RICHARD KELLY	Secretary and Treasurer..	605 Grand street, N. Y. city.
FRED F. WHITE	Superintendent.....	605 Grand street, N. Y. city.

Directors of the Company.

Name.	Residence
WILLIAM WHITE	New York city.
RICHARD KELLY	New York city.
JOHN M. SCHRIBNER	New York city.
P. J. THORNE	Brooklyn, N. Y.
HENRY A. MORGAN	Aurora, N. Y.
N. L. ZABRISKI	Aurora, N. Y.
C. A. HOTCHKISS	Bridgeport, Conn.
JOHN E. HOFFMIRE	New York city.
JOHN BYRNES	New York city.
WILLIAM RICHARDSON	New York city.
JOSEPH JACOBS	New York city.
S. SIDNEY SMITH	New York city.

Title of company, Dry Dock, East Broadway and Battery Railroad Company.

General offices at 605 Grand street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in January.

For information as to this report, address R. Kelley, Treasurer.

DUNKIRK AND FREDONIA.

(Date of charter, April 21, 1864.)

The beginning of the fiscal year, herein reported, found the company fairly under way reconstructing the road to run by electricity instead of horse power. Commenced running by electricity, over $2\frac{1}{4}$ miles of the road, October 30, 1891, and over the whole road December 12, 1891.

The company is duplicating the machinery in the power house, with a boiler and dynamo of greater power, the expense of which will appear as "additions and betterments" in the next annual report. It is also finishing the reconstruction of its road in the city of Dunkirk begun last year, changing rail to a 48 $\frac{1}{2}$ -lb. girder. The whole road has been changed from a 25-lb. strap rail to one mile of 48 $\frac{1}{2}$ -lb. girder in Dunkirk north of the "Nickel Plate" depot, and $2\frac{1}{4}$ miles south to a center-bearing 42-lb. rail. This year the company is changing another mile of 42-lb. center-bearing rail to a 48 $\frac{1}{2}$ -lb. girder. The change is going on as the streets are being improved by paving or macadamizing.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	750	\$75,000	.....
Total now outstanding	570	57,000	\$41,335

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	20 years.	p.c. 5	Jan. and July	\$30,800	\$30,994 81

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1902.	Total cost of road and equipment up to June 30, 1902.
Roadbed, superstructure and rails, exclusive of electric appli- ances pertaining to road and superstructure.....	\$27,040 14	\$26,221 29
Electric appliances pertaining to road and superstructure.....	3,759 35	3,759 35
Right of way .....	.....	1,465 00
Real estate.....	.....	3,498 00
Buildings and fixtures exclusively used for electric purposes ...	8,368 98	8,368 98
All other buildings and fixtures.....	277 87	2,787 00
Interest and discount charged to construction	1,198 00	6,894 00
Contingent expenses.....	656 75	696 75
Total cost of road	\$41,216 09	\$58,578 32
EQUIPMENT.		
Total cost of equipment	7,522 63	15,022 65
Grand total cost of road and equipment	\$48,738 72	\$108,607 35

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Hardware and tools	\$107 06	
Stringers	971 50	
Gravel	218 84	
Ties	3,150 12	
Lumber.....	63 96	
Iron, etc	17,816 84	
Labor.....	7,297 22	
	\$39,676 36	
Less sales of old iron	2,636 22	
		\$37,040 14
Poles	\$669 50	
Wire	1,425 23	
Brackets and fixtures.....	353 00	
Labor.....	1,344 45	
	\$3,817 18	
Less wire sold	67 83	
		2: 10 35
Dynamo		2: 10 00
Engine.....		1: 00 00
Boiler		1: 00 00
Furnace		1: 00 00
Heater.....		1: 00 00
Other machinery		1: 00 00
Labor, setting machinery.....		1: 00 00

DUNKIRK AND FREDONIA.

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Work and material of building.....		\$917 23
Masonry		1,230 75
Additions to buildings.....		377 57
Interest.....		1,198 00
Three sets motors	\$5,354 00	
Two motor cars.....	2,440 00	
Wheels and other extra parts	448 26	
Tools and labor.....	171 37	

Less sales of horses	\$8,418 63	
	891 00	

Stenographer.....	7 50
Telegraphing	30 90
Freight and express	98 64
Traveling and legal expenses.....	305 40
Hardware supplies	38 59
Accountant.....	31 70
Printing bonds.....	60 00
Expenses of foreman.....	90 08

Total.....	\$48,738 72
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$14,945 46
Less operating expenses (excluding all taxes).....	8,440 08

Net earnings from operation	\$6,105 44
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Income from other sources, as follows, viz.:

Rent of buildings.....	\$208 90
Sales of manure	85 00
	293 90

Gross income from all sources	\$6,399 34
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Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$635 49
Taxes on earnings and capital stock.....	137 18
Interest on funded debt and notes, due and accrued.....	905 73
	1,668 39

Surplus for year ending June 30, 1892.....	\$4,730 95
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General Income Account.

Surplus for year ending June 30, 1892.....	\$4,730 95
Surplus up to June 30, 1891.....	3,128 11

Total surplus June 30, 1892	\$7,854 06
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$13,614 10
Mail.....	506 00
Express	786 36
Total gross earnings.....	\$14,945 46

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures.....	\$318 13
Repairs of buildings and fixtures.....	1 25
Repairs of cars (not motors) and other vehicles, and of motor cars and fixtures..	949 48
Repairs of harness and stable equipment.....	89 38
Horseshoeing.....	127 50
Rent of horses and vehicles	455 45
Providence (including expense of grinding)	1,102 08
Salaries of general officers and clerks	872 06
Wages of conductors and drivers on horse cars.....	1,388 77
Wages of conductors and motor men on cars propelled by mechanical traction..	1,382 53
Wages of engineer, firemen and all others employed at power house.....	756 88
Light and fuel, other than at power house	71 92
Fuel, light and other supplies used at power house.....	1,187 13
Water tax	58 35
Legal expenses.....	10 01
Advertising, printing and office expenses	30 03
Insurance.....	177 00
Removal of snow and ice.....	234 83
Contingencies	127 83

Total operating expenses.....	\$8,840 08
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REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road		\$33,373 00
Cost of equipment		15,085 98
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$5,834 08	
Open accounts	222 10	
Supplies on hand	15 80	
		6,071 98
		<u>\$114,739 96</u>

LIABILITIES.

Capital stock		\$37,000 00
Funded debt		20,800 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt, due and accrued	\$350 00	
Interest on note	10 80	
Bills payable	28,700 00	
Open accounts	125 00	
		29,085 80
Profit and loss (surplus)		7,554 08
		<u>\$114,739 96</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles
Single track, main line, from Dunkirk to Fredonia		3.8032
Sidings on main line and branches .....		.1976
Total length of all tracks and sidings owned		<u>3.7008</u>
Weight of rail per yard	42 and 48 1/2 lbs.	
Gauge of track	4 ft. 8 1/2 in.	
Number of box cars, not motors	2	
Open cars, not motors	3	
Horses	3	
Number of motor cars	3	
Schedule time making trip one way	25 minutes	
Cars run	17 round trips per day.	
Rate of fare per passenger	5, 6 & 10 cents	
Number of passengers carried in cars during year	153,737	
Average number of employes (including officials) during year	8	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Secretary, treasurer and superintendent (one person)		\$300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$1 50
Motormen	10	1
Master mechanic	10	1
Engineers	10	1
Roadmen hired by the day when needed	10	1

Officers of the Company.

Name.	Title.	Official Address.
W. McKINSTRY	President	Fredonia, N. Y.
M. M. FENNER	Secretary, Treas. and Supt	Fredonia, N. Y.

DUNKIRK AND FREDONIA.

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Directors of the Company.

Name.	Residence.
W. McKINSTRY.....	Fredonia, N. Y.
GEORGE BARKER.....	Fredonia, N. Y.
M. M. FENNER.....	Fredonia, N. Y.
W. FENNER.....	Fredonia, N. Y.
FRANK MAY.....	Dunkirk, N. Y.

Title of company, Dunkirk and Fredonia Railroad Company.

General offices at Fredonia, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in July.

For information concerning this report, address M. M. Fenner, Secretary.

EIGHTH AVENUE (New York city).

(Date of charter January 10, 1855.)

Road built by an association and transferred to the Eighth Avenue Railroad Company. It leases no roads or tracks; has no consolidation with any other road.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	10,000	\$1,000 000	.....
Issued for actual cash	2,875	\$287,500	\$287,500
Issued for road, equipment and real estate.....	7,025	702,500	.....
Total now outstanding.....	10,000	\$1,000,000	\$287,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Certificates of indebtedness.....	Feb. 1, 1914	p.c. 6	Feb. 1 & Aug. 1	\$1,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1893.	Total cost of road and equipment up to June 30, 1893.
Roadbed, superstructure and rails .....	.....	\$663,440 00
Real estate.....	\$35,896 91	901,476 98
Total cost of road.....	\$35,896 91	\$1,564,917 00
EQUIPMENT.		
Horses	\$4,300 00	\$123,090 00
Cars	7,050 80	163,604 43
Total cost of equipment	\$11,350 80	\$301,694 43
Grand total cost of road and equipment.....	\$47,137 71	\$1,866,612 08

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

For labor and material used in building new stables at One Hundred and Fifty-second street and Fifty-fourth street.....	\$35,888 81
Increase of twenty-two horses.....	4,300 00
Increase of twelve open cars.....	7,050 80
Total.....	<u>\$47,137 71</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$772,908 35
Less operating expenses (excluding all taxes).....	546,039 43
Net earnings from operation.....	<u>\$226,868 92</u>
<i>Income from other sources, as follows, viz.:</i>	
Rent and interest.....	11,708 79
Gross income from all sources.....	<u>\$238,577 71</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$17,592 47
Taxes on earnings and capital stock.....	30,449 54
Interest on funded debt due and accrued.....	60,000 00
	<u>98,042 01</u>
Net income from all sources.....	<u>140,535 70</u>
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 10 per cent on capital stock.....	100,000 00
Surplus for year ending June 30, 1892.....	<u>\$40,535 70</u>

General Income Account.

Surplus for year ending January 30, 1892.....	\$40,535 70
Deficit up to June 30, 1891.....	77,338 45
Total deficit up to June 30, 1891.....	<u>\$36,802 75</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	<u>\$772,908 35</u>
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$15,639 67
Repairs of buildings and fixtures.....	8,526 34
Repairs of cars and other vehicles.....	17,320 67
Repairs of harness and stable equipment.....	4,381 59
Horseshoeing.....	16,404 46
Renewals of horses and mules.....	25,745 60
Provender (including expense of grinding).....	133,854 89
Salaries of general officers and clerks.....	15,770 85
Wages of conductors and drivers.....	182,322 15
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	85,015 73
Light and fuel.....	9,659 66
Water tax.....	1,185 70
Damages to persons and property.....	9,135 50
Legal expenses.....	3,750 56
Advertising, printing and office expenses.....	235 58
Insurance.....	6,000 65
Car licenses.....	4,500 00
Contingencies.....	4,000 00
Total operating expenses.....	<u>\$546,039 43</u>

General Balance Sheet, June 30, 1892.

ASSETS.	
Cost of road.....	\$1,564,917 00
Cost of equipment.....	301,694 --
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	6,100
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$24,379 75
Loans.....	50,000 00
Supplies on hand.....	26,467 50
Car licenses suspense account.....	2,300 00
"A" insurance suspense account.....	12,412 00
	<u>115,559</u>
Profit and loss (deficiency).....	36,802 75
	<u>\$2,085 00</u>

EIGHTH AVENUE.

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LIABILITIES.

Capital stock.....	\$1,000,000 00
Funded debt.....	1,000,000 00

Current liabilities, as follows, viz.:

Interest due and accrued.....	25,000 00
	<u>\$2,025,000 00</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Vesey street to Harlem river.....	10
Second track on main line.....	10
Total length of all tracks and sidings owned.....	<u>20</u>

Weight of rail per yard.....	80 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	100
Open cars.....	75
Horses and mules.....	1,231
Schedule time making trip one way.....	1 hour 30 min.
Cars are run.....	Every 2 min.
Rate of fare per passenger.....	5c.
Number of passengers carried in cars during year.....	15,458,767
Average number of employees (including officials) during year.....	550

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

General officers.....	\$8,489 99
Clerks.....	7,300 96

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10	\$2 00
Drivers.....	10	2 00
Starters.....	9	2 25
Watchmen.....	10	2 00
Switchmen.....	9	1 75
Roadmen.....	10	1 85
Hostlers.....	10	1 75
Horseshoers.....	10	2 50
Carpenters.....	10	2 75
Painters.....	10	2 40
Harness makers.....	10	2 10

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	4	1	5

Officers of the Company.

Name.	Title.	Official Address.
GEORGE LAW.....	President.....	New York city.
JACOB HAYS.....	Vice-President.....	New York city.
J. GILSTON AFFLECK.....	Secretary and Treasurer.....	New York city.
JAMES AFFLECK.....	Asst. Treasurer and Asst. Secretary.....	New York city.
E. R. SHERMAN.....	Superintendent.....	New York city.

Directors of the Company.	
Name.	Residence.
GEORGE LAW.....	New York city.
JACOB HAYS.....	New York city.
E. ST. JOHN HAYS.....	New York city.
JOSEPH H. GODWIN.....	New York city.
OTIS W. RANDALL.....	New York city.
JOSEPH J. O'DONOHUE.....	New York city.
WILLIAM C. YOUNG.....	New York city.
JOSEPH TATE.....	Staten Island.
WILLIAM RAVESTEYN.....	Brooklyn, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
G. GRANVILLE WRIGHT.....	Cambridge, N. Y.
JAMES AFFLECK.....	Yonkers, N. Y.
J. GELSTON AFFLECK.....	Yonkers, N. Y.

Title of company, Eighth Avenue Railroad Company.

General offices at corner Fiftieth street and Eighth avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in January.

For information concerning this report, address J. Gelston Affleck, Secretary.

ELMIRA AND HORSEHEADS.

(Date of charter, December 30, 1885.)

Articles of association filed December 30, 1870, pursuant to provisions of chapter 639 of the Laws of 1866, as amended by chapter 233 of the Laws of 1870. The incorporation was confirmed and ratified by chapter 442 of the Laws of 1871. The main line of road was opened in October, 1871. A branch to Eldridge park was opened about October, 1872, which was partly taken up, changed and extended so as to reach the State Fair grounds in 1877.

Extensions were built on West Clinton street and College avenue, respectively, in the spring of 1873.

The Maple Avenue railroad was leased July 1, 1889, to this company for ninety-nine years, and all its accounts are included in this report. The capital stock of the Elmira and Horseheads railroad was increased from \$50,000 to \$400,000 at a meeting of stockholders September 16, 1890. The issue of bonds was authorized at a meeting of the stockholders September 20, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	4,000	\$400,000	\$400,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	1940	p.c. 5	Jan. and July	\$400,000	\$400

ELMIRA AND HORSEHEADS.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$14,628 68	\$716,211 32
Electric appliances pertaining to road and superstructure.....	9,296 00	42,866 00
Real estate.....		12,670 96
Buildings and fixtures.....		3,470 24
Interest and discount charged to construction.....		2,156 04
Total cost of road.....	\$23,924 68	\$777,890 58
EQUIPMENT.		
Harness and other equipment.....		\$9,555 94
Cars, other than motor cars.....		20,450 00
Motor cars and fixtures.....		55,250 00
Dummies.....		8,200 00
Total cost of equipment.....		\$96,455 94
Grand total cost of road and equipment.....	\$23,924 68	\$973,636 52

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$70,180 21
Less operating expenses (excluding all taxes).....	55,419 75
Net earnings from operation.....	\$14,760 46

Income from other sources, as follows, viz.:

Blacksmithing.....	\$1,006 50
Horses and mules.....	1,190 00
Rents.....	88 00
	2,284 50
Gross income from all sources.....	\$17,044 96

[Deductions from income, as follows, viz.:]

Taxes on property used in operation of road.....	\$1,266 69
Taxes on earnings and capital stock.....	220 04
	22,218 28
Deficit for year ending June 30, 1892.....	\$5,173 32

General Income Account.

Deficit for year ending June 30, 1892.....	\$5,173 32
Surplus up to June 30, 1891.....	15,992 54
	\$10,819 22
Appreciation on inventory.....	300 00
Total surplus June 30, 1892.....	\$11,119 22

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$70,180 21
Freight.....	19 90
Total gross earnings.....	\$70,180 21

OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures.....	\$2,805 35
Repairs of buildings and fixtures.....	256 47
Repairs of motor cars and fixtures.....	3,173 37
Repairs of harness and stable equipment.....	117 57
Horseshoeing.....	1,811 84
Provender (including expense of grinding).....	3,335 59
Salaries of general officers and clerks.....	3,090 60
Wages of conductors and drivers on horse cars.....	2,070 08
Wages of conductors and motormen on cars propelled by mechanical traction...	16,204 10
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	3,863 50
Light and fuel, other than at power house.....	1,524 08
Fuel, light and other supplies used at power house.....	7,928 68
Water tax.....	126 31
Damages to persons and property.....	98 55
Legal expenses.....	2,037 40
Advertising, printing and office expenses.....	1,116 02
Insurance.....	1,479 32
Removal of snow and ice.....	588 84
Contingencies.....	1,000 45
In erect.....	2,351 59
Total operating expenses.....	\$55,499 75

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$777,380 28
Cost of equipment.....	96,455 94
<i>Other permanent investments, as follows, viz.:</i>	
Office furniture.....	1,307 25
Bonds in trust.....	25,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	177 80
Bills receivable.....	15,325 00
Open accounts.....	13,526 99
Supplies on hand.....	1,476 96
	\$930,430 43

LIABILITIES.

Capital stock.....	\$400,000 00
Funded debt.....	400,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	10,083 00
Open accounts.....	109,278 12
Profit and loss (surplus).....	11,119 21
	\$930,430 43

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from New York, Lake Erie and Western railroad depot to Horseheads.....	7.62
Single track, branch, from New York, Lake Erie and Western railroad depot to Clinton street.....	1.35
Single track, branch, from Clinton street to College avenue.....	.70
Single track, branch, from Lake street to fair grounds.....	.97

Total length of single track on main line and branches..... 10.64

Length of railways actually leased and operated by this company, as follows:

Single track from New York, Lake Erie and Western railroad tracks to Water street.....	2.75
Single track from Main street to Foster avenue.....	1.00
Single track from Water street to Elmira, Cortland and Northern depot.....	.98

Total length of single track leased..... 4.73

Grand total length of all tracks and sidings owned and leased..... 15.

Weight of rail per yard.....	35, 52 & 78 lb
Gauge of track.....	4 ft. 8 1/4 in
Number of box cars, not motors.....	
Open cars not motors.....	
Horses and mules.....	
Number of motor cars.....	
Dummies.....	
Schedule time making trip one way.....	72 minutes
Cars are run.....	Every 15 minutes in city; every 30 minutes to Horsehead
Rate of fare per passenger.....	5 and 10 c
Number of passengers carried in cars during year.....	1,400,000
Average number of employees (including officials) during year.....	

ELMIRA AND HORSEHEADS.

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Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President		\$1,800 00
Treasurer and general manager		900 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	16	\$1 50
Drivers	16	1 50
Watchmen	12	1 40
Roadmen	10	1 25
Hostlers	12	1 40

Officers of the Company.

Name.	Title.	Official Address.
D. C. ROBINSON	President	Elmira, N. Y.
G. M. ROBINSON	Secretary	Elmira, N. Y.
C. H. BALDWIN	Treasurer and Superintendent	Elmira, N. Y.

Directors of the Company.

Name.	Residence.
D. C. ROBINSON	Elmira, N. Y.
G. M. ROBINSON	Elmira, N. Y.
C. H. BALDWIN	Elmira, N. Y.
G. M. DIVEN	Elmira, N. Y.
J. M. DIVEN	Elmira, N. Y.
EUGENE DIVEN	Elmira, N. Y.

Title of company, Elmira and Horseheads Railway Company.

General offices at Elmira, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in November.

For information concerning this report, address C. H. Baldwin, Treasurer.

FLUSHING AND COLLEGE POINT.

(Date of charter, July 26, 1886.)

The Flushing and College Point Street Railroad Company was incorporated July 26, 1886, under chapter 253 of the Laws of 1884, passed May 6, 1884.

The road was completed on or about April 1, 1891, and was opened for traffic April 7, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	6,000	\$60,000	.....
Issued for actual cash	422	\$4,220	\$4,220
Issued on account of construction	5,015	50,150	.....
Total now outstanding	5,437	\$54,370	\$4,220

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	Jan. 1, 1921	p.c. 6	Jan. & July	\$72,500	\$65.50

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$1,926 86	\$14,258 00
Electric appliances pertaining to road and superstructure.....	168 97	12,308 04
Right of way		1,079 32
Sundry disbursements incidental to a change in motive power.....		1,617 31
Buildings and fixtures, exclusively used for electric purposes ..	148 09	23,115 00
Organization expenses.....		886 10
Interest and discount charged to construction	4,975 00	11,105 30
Road built by contract.....		80,000 00
Total cost of road.....	\$7,213 42	\$144,550 00
EQUIPMENT.		
Cars, other than motor cars		\$2,700 00
Motor cars and fixtures.....	*\$2,865 00	19,322 32
Total cost of road and equipment.....	*\$2,865 00	\$21,992 32
Grand total cost of road and equipment	\$4,348 42	\$166,542 32

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Completing extension to College Point ferry.....	\$2,000 00
Improvements in power house	148 00
Interest and discount, applies to construction generally.....	4,975 32
Total	\$7,213 32

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$16,988 05
Less operating expenses (excluding all taxes).....	22,943 05
Loss from operation.....	\$6,119 75

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$594 19
Taxes on earnings and capital stock.....	517 40
Interest on funded debt due and accrued	†2,285 00
Loans	3,176 33
Mortgage.....	97 50
	6,669 42

Deficit for year ending June 30, 1892.....	\$12,789 17
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* Credit; cars destroyed.

† The interest on \$80,000 first mortgage bonds is waived by the holders.

FLUSHING AND COLLEGE POINT.

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General Income Account.

Deficit for year ending June 30, 1892.....		\$12,800 30
Surplus up to June 30, 1891.....	\$367 88	
Less items pertaining to previous year charged direct to profit and loss.....	171 48	496 40
Total deficit June 30, 1892.....		\$12,308 80

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.		
From passengers.....		\$16,882 68
OPERATING EXPENSES.		
Repairs of roadbed and track.....		\$915 87
Repairs of buildings and fixtures.....		654 49
Repairs and renewals of cars, motors and other vehicles.....		4,570 83
Salaries of general officers and clerks.....		1,351 56
Wages of conductors and motormen.....		7,518 94
Wages of engineer, firemen and other employees at power house.....		2,380 15
Wages of watchmen, starters, switchmen, roadmen, etc.....		353 24
Light and fuel other than at power house.....		108 88
Fuel, light and other supplies used at power house.....		3,331 62
Water tax.....		204 26
Advertising, printing and office expenses.....		384 51
Insurance.....		498 78
Removal of snow and ice.....		212 83
Overhead line repairs.....		475 60
Total operating expenses.....		\$23,948 46

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road.....		\$144,350 68
Cost of equipment.....		21,982 93
Current assets, as follows, viz.:		
Cash on hand.....		886 92
Open accounts.....		11,126 92
Supplies on hand.....		759 00
Profit and loss (deficiency).....		12,308 80
		\$191,868 25
LIABILITIES.		
Capital stock.....		\$54,570 00
Funded debt.....		72,500 00
Current liabilities, as follows, viz.:		
Bills payable.....		2,500 00
Open accounts.....		4,117 25
Loans payable.....		56,250 00
Mortgage on real estate.....		1,625 00
		\$191,868 25

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:		Miles.
Single track, main line, from Flushing to College Point.....		3.79
Sidings on main line.....		.19
Total length of all tracks and sidings owned.....		3.98
Weight of rail per yard.....		45 lbs.
Gauge of track.....		4 ft. 8 1/4 in.
Open cars, not motors.....		4
Number of motor cars.....		4
Schedule time making trip one way.....		30 minutes.
Cars are run.....		Every 15 minutes.
Rate of fare per passenger.....	5 cents; 21 tickets for \$1	
Number of passengers carried in cars during year.....		324,430
Average number of employes (including officials) during year.....		18

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Superintendent.....		\$1,200 00
Clerk.....		300 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$1 75
Motor men	12	1 75
Roadmen	10	1 50
Engineers	10	2 00
Firemen.....	10	1 50

NUMBER OF ACCIDENTS.

Killed.

Employees..... 1

Officers of the Company.

Name.	Title.	Official Address.
JOSEPH DYKES.....	President	Flushing, N. Y.
DAVID MASTER	Secretary	Flushing, N. Y.
JOHN HEPBURN.....	Treasurer	Flushing, N. Y.
CHARLES GRISWOLD.....	Superintendent	Flushing, N. Y.

Directors of the Company.

Name.	Residence.
JOSEPH DYKES	Flushing, N. Y.
E. PLATT STRATTON.....	College Point, N. Y.
DAVID MASTER	Flushing, N. Y.
JOHN HEPBURN	Flushing, N. Y.
GEORGE POPPLE	Flushing, N. Y.
HENRY CLEMENT	Flushing, N. Y.
SAMUEL MCCREERY	Flushing, N. Y.
JOSEPH K. MURRAY	Flushing, N. Y.

Title of company, Flushing and College Point Street Railroad Company.

General offices at Flushing, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, July 19.

For information concerning this report, address Joseph Dykes, President.

FORTY-SECOND STREET AND GRAND STREET FERRY

(New York city).

(Date of charter, February 16, 1863.)

■ The Grand Street Ferry Railroad Company was incorporated on the 16th day of February, 1863, under and pursuant to an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1861, and the several acts amendatory thereof, and on or about the 21st day of February, 1863, the grantees named in the act of the Legislature of the State of New York, passed April 17, 1861, entitled "An act to authorize the construction of a railroad in Tenth avenue, Forty-second street and certain other avenues and streets in the city of New York," and their assigns duly executed and delivered to the Forty-second Street and Grand Street Ferry Railroad Company, their successors and assigns, a grant, assignment and conveyance of all their right, title and interest in the rights, privileges and franchises, granted to and acquired by them under and by virtue of said last named act.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Par value.	Cash received on amount outstanding.
Authorized by law or charter.....	7,500	\$750,000	.....
Issued for actual cash.....	2,140	\$214,000	\$214,000
Issued on account of construction	5,340	534,000	.....
Total now outstanding	7,480	\$748,000	\$748,000

FORTY-SECOND STREET AND GRAND STREET FERRY. 781

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	April, 1893	p.c. 7	April & Oct.	\$236,000	\$212,400

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
ROAD.	
Roadbed, superstructure and rails	\$686,944 05
Real estate	63,890 66
Buildings and fixtures	102,270 84
Total cost of road	\$953,105 55
EQUIPMENT.	
Horses and harness	\$50,350 00
Cars	52,500 00
Wagons, trucks, snow-plows, sleighs	4,415 00
Total cost of equipment	\$107,265 00
Grand total cost of road and equipment	\$1,060,370 55

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$457,840 52
Less operating expenses (excluding all taxes)	260,074 91
Net earnings from operation	\$197,765 61
<i>Income from other sources, as follows, viz.:</i>	
Track rent	\$837 50
Car panel rent	2,459 60
Interest	2,068 71
Miscellaneous	6,078 00
	<u>11,463 81</u>
Gross income from all sources	\$309,229 42
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$18,159 10
Taxes on earnings and capital stock	28,276 82
Taxes other than above	975 46
Interest on funded debt due and accrued	16,530 00
Track rent	1,500 00
	<u>65,431 38</u>
Net income from all sources	\$143,798 04
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 16 per cent on capital stock	119,680 00
Surplus for year ending June 30, 1892	\$24,118 04

General Income Account.

Surplus for year ending June 30, 1892	\$24,118 04
Surplus up to June 30, 1891	61,206 44
Total surplus June 30, 1892	\$85,324 48

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$457,840 52
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REPORT OF THE RAILROAD COMMISSIONERS.

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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$8,841 37
Repairs of all other buildings and fixtures.....	1,575 00
Repairs of cars and other vehicles.....	15,432 84
Repairs of harness and stable equipment.....	1,222 40
Horseshoeing.....	4,677 55
Renewals of horses and mules.....	15,957 50
Provisions (including expense of grinding).....	45,472 55
Salaries of general officers and clerks.....	10,857 00
Wages of conductors and drivers.....	85,486 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	24,555 00
Light and fuel.....	1,370 00
Water tax.....	215 00
Damages to persons and property.....	4,688 75
Legal expenses.....	10,255 00
Advertising, printing and office expenses.....	4,204 00
Insurance.....	2,555 54
Removal of snow and ice.....	95 97
Total operating expenses.....	\$300,074 91

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$913,045 53
Cost of equipment.....	107,265 00
Other permanent investments.....	2,500 00
Current assets, as follows, viz.:	
Cash on hand.....	\$113,294 91
Supplies on hand.....	2,800 00
	<u>116,094 91</u>
	\$1,138,905 44

LIABILITIES.

Capital stock.....	\$748,000 00
Funded debt.....	236,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued.....	\$4,130 00
Bills payable, etc.....	61,450 98
Sundries, supplies, etc.....	4,000 00
	<u>69,580 98</u>
Profit and loss (surplus).....	50,324 46
	\$1,138,905 44

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

Single track, main line, from Forty-second street, North river, to Grand street ferry, East river.....	5.125 Miles.
Second track on main line and branches.....	5.125
Total length of all track and sidings owned.....	10.250

Weight of rail per yard.....	60 to 64 lbs.
Gauge of track.....	4 ft. 8 in.
Number of box cars.....	40
Open cars.....	1
Horse.....	1
Cars are run.....	3 1/4 minutes average during
Rate of fare per passenger.....	5 ct.
Number of passengers carried in cars during year.....	9,137

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

General officers and clerks.....	Annual sal. \$16,35
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FORTY-SECOND STREET AND GRAND STREET FERRY. 783

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$3 00
Drivers	10	2 00
Starters	12	\$3 50 and 2 75
Watchmen	10	1 75 and 2 00
Switchmen	10	1 75
Roadmen	10	1 75
Hostlers	10	1 75
Car cleaners	10	1 75

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	20	4	24

Officers of the Company.

Name.	Title.	Official Address.
JOHN M. CALHOUN	President	New York city.
CHARLES P. EMMONS	Secretary	New York city.
R. J. JACOBS	Treasurer	New York city.

Directors of the Company.

Name.	Residence.
CHARLES B. HOGG	New York city.
GEORGE GREEN	New York city.
R. J. JACOBS	New York city.
OTIS W. RANDALL	New York city.
H. A. HURLBUT	New York city.
JOHN G. JOHNSON	Brooklyn, N. Y.
M. FEUCHTWANGER	New York city.
FREELING H. SMITH	New York city.
JOHN M. CALHOUN	New York city.
F. F. LABALA	Danbury, Conn.
A. H. FEUCHTWANGER	New York city.
JORDAN L. MOTT	New York city.
CHARLES P. EMMONS	New York city.

Title of company, The Forty-second Street and Grand Street Ferry Railroad Company.

General offices at 653 West Forty-second street, New York city.

Date of close of fiscal year, Monday next before second Tuesday in March.

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address Charles P. Emmons, Secretary.

FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE (New York city).

(Date of charter, August 29, 1878.)

The original routes granted by act of Legislature, passed May, 1873 (see chap. 825, Laws of 1873.) The company organized under General Railroad Laws on August 29, 1878.

Under chapter 223, Laws of 1884, the road was extended from Tenth avenue and Forty-second street through Forty-second street to the East river and from Forty-second street through First avenue to Thirty-fourth street, also from Forty-second street at and through Seventh avenue, Broadway and the Boulevard to Manhattan street.

Road completed except a part of route on Twelfth avenue from Thirty-fifth street to Forty-second street (street not graded) and One Hundred and Ninth and One Hundred and Tenth streets between Avenue A and First avenue and Avenue A between One Hundred and Ninth and One Hundred and Tenth streets.

REPORT OF THE RAILROAD COMMISSIONERS.

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles
Single track, main line, from Forty-second street, North river, to Forty-second street, East river		1.97
Single track, main line, from Fifty-ninth street through Tenth avenue to Manhattan street		3.29
Single track, branch, from Forty-second street up Seventh avenue to Broadway to Manhattan street and Boulevard		4.02
Single track, North river, through Manhattan street, St. Nicholas avenue, One Hundred and Tenth street to First avenue		2.41
Single track, branch, from Tenth avenue through Eighty-sixth street to Riverside drive		.23
Single track, branch, from Fifty-fourth street through Twelfth avenue to Thirty-sixth street		.09
Total length of single track on main line and branches		12.10
Second track on main line and branches		12.10
Total length of all tracks and sidings owned		24.29
Weight of rail per yard		47 to 60 lbs.
Gauge of track		4 ft. 8½ in.
Number of box cars		90
Number of open cars		12
Number of horses		959
Schedule time making trip one way		23 to 59 mins.
Cars are run	Every 1¼	to 8 mins.
Rate of fare per passenger		5 cents
Number of passengers carried in cars during year		12,296,730
Average number of employees (including officials), during year about		500

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President, secretary, treasurer, superintendent and six clerks		\$19,000 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors		\$2.00
Drivers		2.00
Starters	10	2.00
Watchmen	10	1.75
Switchmen	10	1.75
Roadmen	10	1.75
Hostlers	10	1.75

NUMBER OF ACCIDENTS.

	Injured	Killed	Total
Passengers	3	.....	3
Others, not employees	2	2	4
Total	5	2	7

Officers of the Company.

Name.	Title.	Official Address.
JOHN S. FOSTER	President	New York c
C. F. NAEHRING	Secretary	New York c
JACOB FLEISCHHAUER	Treasurer	New York c
S. M. Sisson	Superintendent	New York c

FORTY-SECOND ST., MANHATTANVILLE AND ST. NICHOLAS AVE. 787

Directors of the Company.

Name.	Residence.
JOHN S. FOSTER	Babylon, L. I., N. Y.
C. F. NARTHING	New York city.
JACOB FLEISCHHAUER	New York city.
D. D. CONOVER	Bay Shore, L. I., N. Y.
RICHARD B. HARNETT	New York city.
ALFRED WAGSTAFF	New York city.
JOSEPH HAIGHT	New York city.
E. D. WYLIE	New York city.
W. M. H. NARTHING	New York city.
F. W. DAY	Brooklyn, N. Y.
C. H. WILCOX	New York city.
E. H. DODD	Amityville, L. I., N. Y.
W. M. B. JENKINS	Jersey City, N. J.

Title of company, The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.

General offices at 118 and 120 East Forty-second street, New York city.

Date of close of fiscal year, June 30

Date of stockholders' annual meeting, third Thursday in January.

For information concerning this report, address John S. Foster, President.

FRANKFORT AND ILION.

(Date of charter, May 9, 1871.)

Capital Stock.

	Number of shares	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	800	\$20,000	.....
Issued for actual cash and now outstanding....	571	14,275	\$14,275

Cost of Road and Equipment.

Road.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails.....	\$16,743 60
Real estate	1,618 44
Total cost of road	\$18,357 04
Total cost of equipment	2,409 10
Grand total cost of road and equipment.....	\$20,766 14

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

One horse bought	\$90 00
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$3,885 81
Less operating expenses (excluding all taxes).....	2,427 18
Net earnings from operation.....	\$1,408 63

Income from other sources, as follows, viz.:

Rent	\$60 00
Fertilizer	15 00
E. R. dividend	8 02
Horse sold.....	15 00
	98 02

Gross income from all sources	\$1,501 65
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Deductions from income, as follows, viz.:

Taxes on earnings and capital stock	199 91
Net income from all sources	\$1,301 74

Payments from net income, as follows, viz.:

Dividends declared, 10 per cent on capital stock	1,427 50
Deficit for year ending June 30, 1892	\$125 76

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Forty-second street, North river, to Forty-second street, East river		1.97
Single track, main line, from Fifty-ninth street through Tenth avenue to Manhattan street		3.29
Single track, branch, from Forty-second street up Seventh avenue to Broadway to Manhattan street and Boulevard		4.02
Single track, North river, through Manhattan street, St. Nicholas avenue, One Hundred and Tenth street to First avenue		2.41
Single track, branch, from Tenth avenue through Eighty-sixth street to Riverside drive .....		.23
Single track, branch, from Fifty-fourth street through Twelfth avenue to Thirty-sixth street .....		.09
Total length of single track on main line and branches		12.10
Second track on main line and branches		12.10
Total length of all tracks and sidings owned		24.29
Weight of rail per yard	47 to 60 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars	90	
Number of open cars	12	
Number of horses	969	
Schedule time making trip one way	23 to 59 mins.	
Cars are run	Every 1½ to 8 mins.	
Rate of fare per passenger	5 cents.	
Number of passengers carried in cars during year	12,298,730	
Average number of employees (including officials), during year about	500	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President, secretary, treasurer, superintendent and six clerks		\$19,006 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors		\$2 00
Drivers		2 00
Starters	10	2 00
Watchmen	10	1 75
Switchmen	10	1 75
Roadmen	10	1 75
Hostlers	10	1 75

NUMBER OF ACCIDENTS.

	Injured	Killed.	Total.
Passengers	3	.....	3
Others, not employees	2	2	4
Total	5	2	

Officers of the Company.

Name.	Title.	Official Address.
JOHN S. FOSTER	President	New York city
C. F. NANTHING	Secretary	New York city
JACOB FLEISCHHAUER	Treasurer	New York city
S. M. BISSEON	Superintendent	New York city

FORTY-SECOND ST., MANHATTANVILLE AND ST. NICHOLAS AVE. 787

Directors of the Company.

Name.	Residence.
JOHN S. FOSTER	Babylon, L. I., N. Y.
C. F. NAETHING	New York city.
JACOB FLEISCHHAUER	New York city.
D. D. CONOVER	Bay Shore, L. I., N. Y.
RICHARD B. HARNETT	New York city.
ALFRED WAGSTAFF	New York city.
JOSEPH HAIGHT	New York city.
E. D. WYLIE	New York city.
W. M. H. NAETHING	New York city.
F. W. DAY	Brooklyn, N. Y.
C. H. WILCOX	New York city.
E. H. DODD	Amityville, L. I., N. Y.
Wm. B. JENKINS	Jersey City, N. J.

Title of company, The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.
 General offices at 118 and 120 East Forty-second street, New York city.
 Date of close of fiscal year, June 30
 Date of stockholders' annual meeting, third Thursday in January.
 For information concerning this report, address John S. Foster, President.

FRANKFORT AND ILION.

(Date of charter, May 9, 1871.)

Capital Stock.

	Number of shares	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	600	\$30,000	.....
issued for actual cash and now outstanding....	571	14,275	\$14,275

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails.....	\$16,743 60
Real estate	1,613 44
Total cost of road	\$18,357 04
Total cost of equipment.....	2,409 10
Grand total cost of road and equipment.....	\$20,766 14

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

One horse bought	\$90 00
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$3,835 81
Less operating expenses (excluding all taxes).....	2,427 18
Net earnings from operation.....	\$1,408 63

Income from other sources, as follows, viz.:

Rent	\$60 00
Fertilizer	15 00
E. R. dividend	3 02
Horse sold.....	15 00
	93 02

Gross income from all sources	\$1,501 65
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Deductions from income, as follows, viz.:

Taxes on earnings and capital stock	199 91
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Net income from all sources	\$1,301 74
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Payments from net income, as follows, viz.:

Dividends declared, 10 per cent on capital stock	1,427 80
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Deficit for year ending June 30, 1892	\$126 76
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General Income Account.

Deficit for year ending June 30, 1892.....	\$125 76
Surplus up to June 30, 1891	6,067 71
Total surplus June 30, 1892	<u>\$5,941 95</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	<u>\$3,435 61</u>
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$326 50
Repairs of all other buildings and fixtures.....	32 47
Repairs of cars and other vehicles.....	70 58
Repairs of harness and stable equipment.....	1 15
Horseshoeing.....	95 05
Renewals of horses and mules.....	90 00
Provender (including expenses of grinding).....	685 25
Wages of conductors and drivers.....	704 84
Light and fuel.....	23 44
Water tax.....	3 10
Legal expenses.....	10 00
Advertising, printing and office expenses.....	5 00
Insurances.....	30 00
Total operating expenses	<u>\$3,427 15</u>

General Balance Sheet, June 30, 1892.

ASSETS.	
Cost of road	\$16,255 04
Cost of equipment.....	2,409 19
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	164 56
	<u>\$20,930 79</u>
LIABILITIES.	
Capital stock	\$14,275 00
<i>Current liabilities, as follows, viz.:</i>	
Dividend paid.....	718 75
Profit and loss (surplus).....	5,941 95
	<u>\$20,930 79</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Frankfort to Ilion.....	9.50
Sidings on main line.....	1.25
Total length of all tracks and sidings owned.....	<u>2.65</u>
Weight of rails per yard	25 lbs.
Gauge of track	5 feet.
Number of box cars.....	4
Open cars	1
Horses and mules	6
Schedule time making trip one way.....	25 minutes.
Cars are run	Eleven trips daily.
Rate of fare per passenger.....	5, 7 and 10 cts.
Number of passengers-carried in cars during year.....	32,394
Average number of employees (including officials) during year.....	5

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wage per day.
Conductors	12	10
Drivers	13	10

FRANKFORT AND ILION.

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Officers of the Company.

Name.	Title.	Official Address.
A. C. MCGOWAN.....	President	McGowan, N. Y.
W. I. PARKER.....	Secretary.....	Frankfort, N. Y.
W. W. CROSBY.....	Treasurer.....	Frankfort, N. Y.
JEREMIAH MEYERS.....	Superintendent.....	Frankfort, N. Y.

Directors of the Company.

Name.	Residence.
A. C. MCGOWAN.....	McGowan, N. Y.
A. W. MCGOWAN.....	McGowan, N. Y.
S. T. RUSSELL.....	Ilion, N. Y.
W. W. CROSBY.....	Frankfort, N. Y.
W. I. PIPER.....	Frankfort, N. Y.
P. A. SKIFF.....	Frankfort, N. Y.
JOHN LOFTIS.....	Frankfort, N. Y.
J. H. HARD.....	Frankfort, N. Y.
J. J. DUDLESTON, Jr.....	Frankfort, N. Y.
J. MEYERS.....	Frankfort, N. Y.
WHITNEY GRAVES.....	Frankfort, N. Y.
H. L. GRAVES.....	Frankfort, N. Y.
M. F. FARRELL.....	Frankfort, N. Y.

Title of company, Frankfort and Ilion Street Railroad Company.

General offices at Frankfort, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information concerning this report, address W. I. Piper, Secretary.

FULTON AND OSWEGO FALLS.

(Date of charter, September 21, 1885.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter and now out- standing.....	150	\$15,000	\$15,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage	Jan. 1, 1897	p.c. 6	Jan. 1, July 1	\$15,000	\$15,000

Cost of Road and Equipment.

Road.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails	\$1,834 59
Interest and discount charged to construction.....	87 89
Road built by contract	80,000 00
Total cost of road	\$81,922 48

REPORT OF THE RAILROAD COMMISSIONERS.

EQUIPMENT.

Cars	\$770 00
Wagons, trucks, snow-plows and sleighs.....	1,330 00
Total cost of equipment.....	\$2,100 00
Grand total cost of road and equipment	\$33,481 48

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,451 82
Less operating expenses (excluding all taxes).....	3,218 41
Gross income from all sources	\$1,233 41
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$94 80
Interest on funded debt due and accrued.....	900 00
	994 80
Surplus for year ending June 30, 1892.....	\$243 32

General Income Account.

Surplus for year ending June 30, 1892.....	\$243 32
Deficit up to June 30, 1891	1,633 41
*Total deficit June 30, 1892.....	\$6,440 09

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$3,707 18
Mails.....	375 00
Transportation of baggage.....	212 45
Miscellaneous.....	157 47
Total gross earnings.....	\$4,451 82

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$104 35
Repairs of cars and other vehicles.....	44 35
Repairs of harness and stable equipment.....	80 63
Hors shoeing.....	88 54
Renewals of horses and mules.....	40 00
Provender (including expense of grinding).....	737 85
Salaries of general officers and clerks.....	426 00
Wages of conductors and drivers.....	1,259 20
Light and fuel.....	74 71
Water tax.....	13 75
Legal expenses.....	130 00
Advertising, printing and other expenses	3 98
Insurance.....	93 75
Contingencies	111 00
Total operating expenses.....	\$5,313 41

General Balance Sheet June 30, 1892.

ASSETS.

Cost of equipment.....	\$33,481 48
<i>Current assets, as follows, viz.:</i>	
Open accounts.....	233 57
Profit and loss (deficiency).....	7,651 95
	\$81,377 90

LIABILITIES.

Capital stock.....	\$15,000 00
Funded debt.....	15,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	10,000 00
Open accounts.....	60 00
	\$41,377 90

* This should agree with profit and loss, deficiency, in general balance sheet, but does not.
R. R. Commissioners.

FULTON AND OSWEGO FALLS.

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Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Fulton to Oswego Falls.....		1.14
Weight of rail per yard.....	42½ lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	3	
Open cars.....	1	
Horses and mules.....	9	
Schedule time making trip one way.....	7 to 8 min.	
Cars are run.....	Every 20 min.	
Rate of fare per passenger.....	5 cents.	
Number of passengers carried in cars during year.....	74,152	
Average number of employees (including officials) during year.....	5	

Officers of the Company.

Name.	Title.	Official Address.
JOSEPH WALKER, Jr.....	President.....	New York city.
CHAS. LYMAN.....	Secretary and Treasurer.....	New York city.
E. QUIRK.....	Superintendent.....	Fulton, N. Y.

Directors of the Company.

Name.	Residence.
JOSEPH WALKER.....	New York city.
JOSEPH WALKER, Jr.....	New York city.
W. S. SLOAN.....	New York city.
CHAS. LYMAN.....	New York city.
CHAS. H. DEXTER.....	Fulton, N. Y.
N. N. STRANAHAN.....	Fulton, N. Y.
R. BRADSHAW.....	Fulton, N. Y.

Title of company, Fulton and Oswego Falls Street Railway Company.
 General offices at 15 Broad street, New York city
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, third Tuesday in September.
 For information concerning this report, address J. Walker, Jr., President.

GLENS FALLS, SANDY HILL AND FORT EDWARD.

(Date of charter, September 28, 1885.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Issued on account of construction and now outstanding	1,900	\$120,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	July 1, 1901	p.c. 6	Jan. & July	\$100,000	\$100,000

Cost of Road and Equipment.

Road.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$1,743 69	\$123,330 69
Electric appliances pertaining to road and superstructure	314 72	25,076 64
Real estate		1,429 25
Buildings and fixtures, exclusively used for electric purposes and all other buildings and fixtures		7,308 59
Total cost of road	\$2,058 41	\$157,645 17
EQUIPMENT.		
*Horses	\$6,764 25	\$655 50
Harness		61 00
Cars, other than motor cars	1,100 00	48,117 65
Motor cars and fixtures	419 89	23,039 21
Electric and steam machinery at power house	7,641 89	967 34
Tools		1,451 00
Wagons, snow-plows, sleighs		
Total cost of equipment	\$2,397 53	\$74,323 98
Grand total cost of road and equipment	\$4,455 94	\$231,969 15

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additional switches and sidings	\$1,743 69
Electric work for same	314 72
Four second hand, forty passenger, open cars	1,100 00
Extra appliances for motor cars	419 89
Steam and electric machinery at power station	7,641 89
Depreciation in horses and harness, partly due to error in account	6,764 25
Total	\$4,455 94

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$30,040 23
Less operating expenses (excluding all taxes)	20,395 28
Net earnings from operation	\$9,645 05
<i>Income from other sources, as follows, viz.:</i>	
+Coupon books	\$3,140 00
+Tickets	548 06
+Commutation books	81 45
Miscellaneous	129 63
	3,901 14
Gross income from all sources	\$13,534 19
<i>Deductions from income, as follows, viz.:</i>	
Taxes	\$911 93
Interest on funded debt due and accrued	6,000 00
Notes	469 86
	7,381 79
Surplus for year ending June 30, 1892	\$6,172 40

General Income Account.

Surplus for year ending June 30, 1892	\$6,172 40
Surplus up to June 30, 1891	290 41
	\$6,463
Charged off on horses and harness	6,764
Total deficit June 30, 1892	\$307

* Deduction.

† These items belong to "Earnings from Operation."—R. R. Commissioners.

GLENS FALLS, SANDY HILL AND FORT EDWARD.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$29,951 73
Freight.....	88 60
Coupon books.....	3,140 00
Tickets.....	548 06
Commutation books.....	81 45
Total gross earnings.....	\$33,809 84

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$151 50
Repairs of buildings and fixtures.....	247 13
Repairs and renewals of cars, motors and other vehicles.....	1,182 74
Wages of conductors and motormen.....	7,145 71
Wages of engineer, firemen and other employes at power house.....	2,391 88
Wages of watchmen, starters, switchmen, roadmen, etc.....	1,384 99
Fuel, light and other supplies used at power house.....	2,243 27
Damage to persons and property.....	160 75
Printing.....	218 34
Insurance.....	854 95
Removal of snow and ice.....	216 56
Oil and waste.....	893 19
Incandescent lamps.....	104 65
Supplies.....	186 47
Teaming.....	1,145 51
Expense.....	2,261 64
Total operating expenses.....	\$30,395 28

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$157,645 17
Cost of equipment.....	74,323 90

Current assets, as follows, viz.:

Cash on hand.....	1,217 73
Bills receivable.....	140 00
Open accounts.....	355 74
Supplies on hand.....	2,277 72
Uniform account.....	45 90
Profit and loss (deficiency).....	301 44
	\$236,307 60

LIABILITIES.

Capital stock.....	\$120,000 00
Funded debt.....	100,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	3,349 06
Bills payable.....	12,352 08
Open accounts.....	606 46
	\$236,307 60

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Glens Falls to Fort Edward.....	7.17
Sidings on main line.....	1.18
Total length of all tracks and sidings owned.....	8.35

Weight of rail per yard.....	40 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars, not motors.....	6
Open cars, not motors.....	4
Number of motor cars.....	8
Schedule time making trip one way.....	45 minutes.
Trains are run.....	Every ½ hour in morning, ¼ hour in afternoon.
Rate of fare per passenger.....	6 cts. between villages, 5 cts. local.

REPORT OF THE RAILROAD COMMISSIONERS.

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 31½
Roadmen		1 15

ACCIDENTS.

	Injured.
Passengers	2
Employees	1
Total	3

Officers of the Company.

Name.	Title.	Official Address.
J. M. COOLIDGE	President	Glens Falls, N. Y.
B. B. FOWLER	Secretary and Treasurer	Glens Falls, N. Y.
A. S. CRABLE	Superintendent	Glens Falls, N. Y.

Directors of the Company.

Name.	Residence.
J. M. COOLIDGE	Glens Falls, N. Y.
B. B. FOWLER	Glens Falls, N. Y.
T. S. COOLIDGE	Glens Falls, N. Y.
J. FOWLER	Glens Falls, N. Y.
H. R. LEAVENS	Glens Falls, N. Y.
J. A. POWERS	Lansingburgh, N. Y.
SAMUEL BOLTON, Jr	Lansingburgh, N. Y.
FRANK GILBERT	Troy, N. Y.
PETER MCCARTHY	Troy, N. Y.
WM. H. ROWE	Troy, N. Y.
LOREN ALLEN	Sandy Hill, N. Y.
G. M. INGALSBEE	Sandy Hill, N. Y.
E. N. SANDERSON	Fort Edward, N. Y.

Title of company, Glens Falls, Sandy Hill and Fort Edward Street Railroad Company.

General offices at Glens Falls, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in June.

For information concerning this report, address B. B. Fowler, Secretary, 130 Glena street, Glens Falls, N. Y.

HARLEM BRIDGE, MORRISANIA AND FORDHAM

(New York city).

(Date of charter, May 2, 1863.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	No. of shares.	Total par value.	Cash realt on amoun outstandi
Authorized by law or charter, issued for actual cash and now outstanding	7,000	\$350,000	\$350.

HARLEM BRIDGE, MORRISANIA AND FORDHAM.

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FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage bonds.....	Nov. 1, 1918.	p.c. 5	May & Nov.	\$76,000	\$76,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....		\$317,077 05
Electric appliances pertaining to road and superstructure.....	*\$3,850 78	
Right of way, real estate and all other buildings and fixtures...	9,121 80	86,158 70
Total cost of road.....	\$5,771 02	\$403,235 75
EQUIPMENT.		
Horses and harness.....	*\$2,402 00	\$25,788 00
Cars, other than motor cars.....		15,400 00
Wagons, trucks, snow-plows, sleighs, etc.....	115 28	2,390 28
Total cost of equipment.....	*\$2,256 74	\$43,578 28
Grand total cost of road and equipment.....	\$3,484 28	\$446,814 01

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Assessments for grading.....		\$7,921 80
Amount paid for filling in lots.....		1,300 00
Paid for stable equipment.....		426 80
Horses.....		365 00
		\$9,013 40
<i>Less depreciation :</i>		
Horses and harness.....	\$2,714 50	
Stable equipment, etc.....	811 24	
Sale of horses.....	52 50	
Amount charged in previous year to electric appliances pertaining to road and superstructure, now credited to this account, same having been paid by another company.....	3,370 78	
		6,429 12
Total.....		\$3,484 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$178,046 46
Less operating expenses (excluding all taxes).....	161,873 51
Gross income from all sources.....	\$17,272 95

* Decrease.

REPORT OF THE RAILROAD COMMISSIONERS.

Deduction from income, as follows, viz.:

Taxes on property used in operation of road.....	\$7,176 65	
Taxes on earnings and capital stock.....	1,308 55	
Interest on funded debt due and accrued.....	3,812 50	
Interest on loans.....	1,490 00	
		<u>\$13,887 70</u>

Surplus for year ending June 30, 1892.....	<u>\$3,585 25</u>
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General Income Account.

Surplus for year ending June 30, 1892.....	\$3,585 25
Surplus up to June 30, 1891.....	7,896 12

Total surplus June 30, 1892.....	<u>\$11,481 37</u>
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$178,346 46
Mail service.....	200 00

Total gross earnings.....	<u>\$178,646 46</u>
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$8,672 74
Repairs of buildings and fixtures.....	604 39
Repairs of cars and other vehicles.....	5,422 09
Repairs of harness and stable equipment.....	1,653 70
Horse-shoeing.....	6,245 41
Renewals of horses.....	2,714 50
Provender (including expense of grinding).....	36,044 64
Salaries of general officers, clerks, and office expenses.....	7,725 77
Wages of conductors and drivers.....	52,906 71
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	29,708 96
Light and fuel.....	928 76
Water tax.....	5 4 39
Damages to persons and property.....	42 00
Legal expenses.....	250 10
Advertising, stationery and printing.....	52 27
Insurance.....	3,000 00
Removal of snow and ice.....	789 41
Contingencies.....	2,661 77

Total operating expenses.....	<u>\$161,373 51</u>
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$408,385 75
Cost of equipment.....	43,578 26

Other permanent investments, as follows, viz.:

Advances to other companies.....	2,409 15
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Current assets, as follows, viz.:

Cash on hand.....	\$5,654 14
Open accounts.....	4,812 42
Materials on hand.....	2,719 70
Due from individuals.....	29,661 95
	<u>42,848 21</u>

\$491,461

LIABILITIES.

Capital stock.....	\$350,000
Funded debt.....	75,000

Current liabilities, as follows, viz.:

Bills payable.....	54,000
Profit and loss (surplus).....	11,461

\$491,461

HARLEM BRIDGE, MORRISANIA AND FORDHAM.

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Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Harlem to Fordham	4.61
Single track, branch, from Boston Avenue junction, to West Farms	1.89
Single track, branch, from Port Morris to Madison Avenue bridge	1.81
Single track, branch, from One Hundred and Thirty-third street and Third avenue to One Hundred and Thirty-eighth street and Third avenue .....	.28
Single track, branch, Westchester avenue and Third avenue to Westchester avenue and Prospect avenue	1.00
Total length of single track on main line and branches	9.09
Second track on main line and branches	9.09
Total length of all tracks and sidings owned	18.18

Weight of rails per yard	60 to 72½ lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	36
Open cars	27
Horses	307
Schedule time making trip one way	45 minutes.
Cars are run	During business hours every 4 or 5 minutes.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	3,568,930
Average number of employes (including officials) during year	About 160

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.	Annual salary.
Secretary, treasurer and superintendent	\$3,560 00
General office clerks	1,540 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers	12	2 00
Starters	12	2 14
Watchmen	12	1 71
Switchmen, stable foreman	12	2 00
Roadmen	10	\$1 75 and 1 50
Hostlers	12	1 71
Hill boys	10	1 00 and 1 25
Inspectors	12	2 14
Car repairers	10	2 25, 2 50, 3 00
Harness makers	10	2 50
Blacksmiths	9	3 00
Track foreman	10	2 00

ACCIDENTS.

	Injured.	Killed.	Total.
Others than passengers or employes	2	2	4

Officers of the Company.

Name.	Title.	Official Address.
HENRY SPRATLEY	President	2389 Third avenue, New York city.
THOMAS W. OLCOTT	Secretary and Treasurer	2389 Third avenue, New York city.
JAMES CORRIGAN	Superintendent	2389 Third avenue, New York city.

REPORT OF THE RAILROAD COMMISSIONERS.

Weight of rail per yard	40 and 35 lbs
Gauge of track	4 ft. 8 $\frac{1}{4}$ in
Number of box cars	3
Open cars	1
Schedule time making trip one way	15 minutes
Cars are run	Every hour.
Rate of fare per passenger	5 and 10 cents.
Number of passengers carried in cars during year	124,407
Average number of employees (including officials) during year	1

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

	Annual salary.
Secretary	\$25.00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	15	*\$2.33

Officers of the Company.

Name.	Title	Official Address.
H. D. ALEXANDER	President, Treasurer and Superintendent,	Mohawk, N. Y.
E. L. PRINCE	Secretary.	Mohawk, N. Y.

Directors of the Company.

Name.	Residence.
H. D. ALEXANDER	Mohawk, N. Y.
J. V. QUACKENBUSH	Mohawk, N. Y.
JACOB DRIFENDORF	Mohawk, N. Y.
C. BECKWITH	Herkimer, N. Y.
HENRY DEIMEL	Herkimer, N. Y.
CORNELIA CHURCHILL	Brooklyn, N. Y.
CORDELIA CHURCHILL	Brooklyn, N. Y.

Title of company, Herkimer and Mohawk Railroad Company.

General offices at Mohawk, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in January.

For information as to this report, address H. D. Alexander, President.

HOUSTON, WEST STREET AND PAVONIA.

(Date of charter, June 3, 1874.)

On the 25th day of May, 1874, the real estate, tracks, franchises, etc., of the Avenue C Railroad Company were sold by Shepherd Knapp, trustee named in mortgages, at public auction, to John Lowry, E. Beadleston and S. F. Knapp, who afterwards sold to the Houston, West Street and Pavonia Railroad Company.

The articles of association of the company were filed June 3, 1874, and it acquired by purchase from Shepherd F. Knapp and others the real estate, tracks, franchises, etc., formerly belonging to the Avenue C Railroad Company for the consideration of \$750,000.

The entire capital stock of this company was issued and delivered to Messrs. Knapp and others in part payment of such purchase, and bonds issued to them for the balance of purchase money.

The Chambers Street and Grand Street Ferry Railroad Company was merged into this company January 27, 1891.

The Broadway and Seventh Avenue Railroad Company was leased to this company June 1890.

The Sixth Avenue Railroad was leased to this company February 1, 1892.

The Ninth Avenue Railroad was leased to this company April 30, 1892.

This report embraces the operations of the above roads for the portion of the fiscal year in each road was operated under lease by this company.

* Seventy dollars per month.

HOUSTON, WEST STREET AND PAVONIA FERRY.

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Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	10,500	\$1,050,000
Issued on account of purchase of the Avenue C railroad.....	2,500	\$250,000
Issued on account of purchase of the Chamber Street and Grand Street Ferry railroad.....	8,000	800,000
Total now outstanding.....	10,500	\$1,050,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
First mortgage bonds	July 1, 1894	p.c. 7	Jan. & July	\$500,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Real estate.....	\$35,000 00	.....
Purchase of constructed road as heretofore reported.....	.....	\$1,398,780 67
Total cost of road.....	\$35,000 00	\$1,431,780 67
EQUIPMENT.		
Horses.....	\$14,500 00	.....
Harness.....	694 00	.....
Cars.....	12,900 00	.....
Cost of road and equipment as heretofore reported.....	.....	\$186,711 00
Total cost of equipment.....	\$28,094 00	\$214,805 00
Grand total cost of road and equipment	\$63,094 00	\$1,646,585 67

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Real estate betterments.....	\$35,000 00
Increase in number of horses.....	14,500 00
Increase in car equipment	12,900 00
Increase in harness equipment.....	694 00
Total	\$63,094 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$3,261,988 46
Less operating expenses (excluding all taxes).....	1,564,524 .0
Net earnings from operation	\$697,459 36
Income from other sources, as follows, viz. :	
Rents, interest, etc	14,898 75
Gross income from all sources	\$711,848 11

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$34,471 13	
Taxes on earnings and capital stock	74,368 11	
Taxes other than above	74,328 53	
Interest on funded debt due and accrued	33,495 00	
Rentals	453,083 33	
		<u>\$669,711 00</u>
Surplus for year ending June 30, 1892		<u>\$42,121 00</u>

General Income Account.

Surplus for year ending June 30, 1892		\$42,121 00
Surplus up to June 30, 1891	\$340,979 94	

Amount charged direct to profit and loss during current year:

Judgments	\$1,898 18	
Open accounts	2,584 32	
		<u>4,412 50</u>
		<u>286,587 44</u>
Total surplus June 30, 1892		<u>\$473,696 44</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers, including leased lines	<u>\$2,261,233 45</u>
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RENTALS.

Broadway Surface, bond interest	\$106,300 00
South Ferry Railroad Company bond interest	17,500 00
Broadway and Seventh Avenue Railroad Company, interest on funded debt	100,000 00
Broadway and Seventh Avenue Railroad Company, interest on bonds and mortgage	10,000 00
Broadway and Seventh Avenue Railroad Company, 10 per cent dividend	210,000 00
Ninth Avenue Railroad Company, rental	9,388 33
	<u>\$453,088 33</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$39,900 00
Repairs of buildings and fixtures	8,825 00
Repairs of cars and other vehicles	45,300 00
Repairs of harness and stable equipment	19,943 91
Horseshoeing	44,140 33
Renewals of horses and mules	65,520 35
Provender (including expense of grinding)	204,280 51
Salaries of general officers and clerks	70,325 27
Wages of conductors and drivers on horse cars	595,571 41
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	255,204 79
Light and fuel	12,125 45
Water tax	3,800 00
Damages to persons and property	24,970 25
Legal expenses	34,077 00
Advertising, printing and office expenses	7,524 93
Insurance	7,619 00
Removal of snow and ice	14,913 19
Contingencies	25,516 00

Total operating expenses

\$1,564,204 19

Contingencies:

Rent of property	\$7,000 00
Detective service	9,000 00
Oil and waste	500 17
Sundries	8,521 00
	<u>\$25,021 17</u>

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road	\$1,431,790 67
Cost of equipment	214,825 00
Other permanent investments	31,000 00

Current assets, as follows, viz.:

Cash on hand	\$65,306 06
Bills receivable	60,790 00
Open accounts	3,230,744 99
Supplies on hand	16,950 00
	<u>3,422,791 05</u>
	<u>\$5,110,367 02</u>

LIABILITIES.	
Capital stock	\$1,050,000 00
Funded debt	500,000 00
Current liabilities, as follows, viz.:	
Open accounts	8,281,650 16
Profit and loss (surplus)	278,898 48
	<hr/>
	\$5,110,547 64

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows :	Miles.
Single track, main line, from Forty-second street, Grand Central depot, to Chambers Street ferry	3.5886
Single track, branch, from Grand Street ferry, East river, to Chambers Street ferry	1.9740
Single track, branch, from Roosevelt ferry to Madison street .....	.5550
Single track, branch, from Avenue C and Tenth street to Tenth Street ferry, East river .....	.2753
Total length of single track on main line and branches	6.1429
Second track on main line and branches	6.2374
Sidings on main line and branches .....	.7672
Total length of all tracks and sidings owned	13.1475

Length of railway actually leased and operated by this company, as follows :

Single track from Fifty-ninth street and Seventh avenue to Barclay street and Broadway	4.2880
Single track from Fifty-first street and Seventh avenue to Park place and Broadway	4.0480
Single track from Fifteenth street and Broadway to Bowling Green	2.5070
Single track from Vesey and Church streets to South ferry .....	.8500
Single track from Sixth avenue and Fifth-ninth street to Vesey street and Broadway	4.4000
Single track from Ninth avenue and Manhattan to Fulton street and Bowery	7.8600
Single track on Canal street from West Broadway to Broadway .....	.2000
Total length of single track leased	24.1450
Second track and sidings	24.1450
Total length of all tracks and sidings leased	48.2900
Grand total of single tracks and sidings owned and leased	61.4375

Weight of rail per yard	47, 66, 60 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	468
Open cars	70
Horses	3,967
Schedule time making trip one way	1 hour, 20, 58, 56 and 26 min.
Cars are run	Every minute.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year :	
Cash passengers	45,289,670
On transfers	2,645,800
Average number of employees (including officials) during year	2,100

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President, first vice-president, second vice-president, secretary and treasurer, superintendent, general clerks, register clerks, receivers, etc		\$70,823 27

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	9¼ to 10	\$2 00
Drivers	9¼ to 10	3 00
Starters	10	2 50
Watchmen	10	2 00
Switchmen	10	\$1 00 to 1 25
Roadmen	10	1 50 to 2 25
Hostlers	10	1 75
Inspectors	10	2 57
Woodworkers	10	3 00
Painters	10	2 75
Horseshoers	9¼	3 00

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	6	1	7
Employees	2	.....	2
Others	8	9	17
Total	16	10	26

Officers of the Company.

Name.	Title.	Official Address.
JOHN D. CRIMMINS	President	761 Seventh ave., N. Y. city.
HENRY THOMPSON	1st Vice-President	761 Seventh ave., N. Y. city.
DANIEL S. LAMONT	2d Vice-President	761 Seventh ave., N. Y. city.
D. B. HASBROUCK	Secretary and Treasurer	761 Seventh ave., N. Y. city.
THOS. H. McLEAN	General Manager	761 Seventh ave., N. Y. city.

Directors of the Company.

Name.	Residence.
JOHN D. CRIMMINS	New York city.
HENRY THOMPSON	New York city.
THOMAS F. RYAN	New York city.
PETER A. B. WIDENER	Philadelphia, Pa.
WM. L. ELKINS	Philadelphia, Pa.
D. B. HASBROUCK	Brooklyn, N. Y.
CHAS. E. WARREN	Brooklyn, N. Y.

Title of company, Houston, West Street and Pavonia Ferry Railroad Company.

General offices at 761 Seventh avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information concerning this report, address D. B. Hasbrouck, Secretary.

HUDSON ELECTRIC.

(Date of charter, April 24, 1888.)

Construction commenced May 31, 1890.

Opened for public use September 30, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash and now outstanding	500	\$25.00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
*First mortgage bonds	1908	P.C. 6	Mar. & Sept.	\$25.

* Issued for constructed road.

Cost of Road and Equipment.

Road	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$21 40	\$132 40
Overhead line	73 98	97 41
Buildings and fixtures	95 87	249 44
Purchase of constructed road and equipment		90,000 00
Total cost of road	\$194 25	\$90,479 25
EQUIPMENT.		
Motor cars and fixtures	\$4,575 02	\$5,569 04
Total cost of equipment	\$4,575 02	\$5,569 04
Grand total cost of road and equipment	\$4,769 27	\$96,048 29

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Additional track and curve to station	\$24 40
Two guard wires over trolley wire	73 98
Adding two rooms in car house and putting additional track in car house	95 87
Purchase of an additional motor car and part payment on another purchased last year	4,575 02
Total	\$4,769 27

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$18,048 58
Less operating expenses (excluding all taxes)	10,890 43
Gross income from all sources	\$7,668 15
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$394 50
Taxes on earnings and capital stock	90 24
Taxes other than above	81 10
Interest on funded debt due and accrued	2,400 00
	2,975 84
Net income from all sources	\$4,692 31
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 6 per cent on capital stock	3,000 00
Surplus for year ending June 30, 1892.	\$1,692 31

General Income Account.

Surplus for year ending June 30, 1892.	\$1,692 31
Surplus up to June 30, 1891.	3,756 74
Total surplus June 30, 1892.	\$5,449 05

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$18,048 58
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OPERATING EXPENSES.

Repairs of roadbed and track	\$169 18
Repairs of buildings and fixtures	34 10
Repairs and renewals of cars, motors and other vehicles	1,278 99
Overhead line	1 57
Wages of conductors and motor men	2,873 18
Wages of watchmen and foreman	1,141 50
Light and fuel other than at power house	16 00

Damages to persons and property.....	\$9 47
Legal expenses.....	108 00
Advertising, printing and office expenses.....	187 00
Insurance.....	374 37
Removal of snow and ice.....	10 02
Incidentals.....	124 53
Oil and waste.....	99 13
Power (rented from electric light company).....	3,900 00
Total operating expenses.....	<u>\$10,330 43</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$30,479 35
Cost of additional equipment.....	5,589 04
Current assets, as follows, viz.:	
Cash on hand.....	307 10
	<u>\$36,375 49</u>
LIABILITIES.	
Capital stock.....	\$50,000 00
Funded debt.....	40,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued.....	\$800 00
Tax on earnings.....	90 24
Tax, Railroad Commissioners.....	16 10
	<u>906 34</u>
Profit and loss (surplus).....	5,449 05
	<u>\$56,375 39</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:		Miles.
Single track, main line, from New York Central depot to Academy hill.....		1.35
Single track, branch, from Division street to Boston and Albany depot.....		.66
Single track, branch, from Front street to ferry landing.....		.05
Total length of single track on main line and branches.....		<u>1.66</u>
Second track on main line and branches.....		.15
Total length of all tracks and sidings owned.....		<u>1.81</u>
Weight of rail per yard.....	35 lbs.	
Gauge of track.....	4 ft. 8 1/2 in.	
Number of motor cars.....	5	
Schedule time making trip one way.....	14 minutes	
Cars are run.....	Every 7 1/2 min.	
Rate of fare per passenger.....	6 cents	
Number of passengers carried in cars during year.....	339,378	
Average number of employees (including officials) during year.....	8	

Salaries, Wages, Etc., of Officers and Employees.

	OFFICER.	Annual salary.
Foreman.....		\$674 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Motormen.....	12	\$1 75
Watchmen.....	12	1

Officers of the Company.

Name.	Title.	Official Address.
H. MCGONIGAL.....	President.....	Syracuse, N. Y.
E. J. HODGE.....	Secretary.....	Hudson, N. Y.
S. D. LAKE.....	Treasurer and Superintendent.....	Hudson, N. Y.

HUDSON ELECTRIC.

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Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
S. D. LAKE	Hudson, N. Y.
E. J. HODGE	Hudson, N. Y.
A. J. ROWLES	Hudson, N. Y.
J. KINGSLEY	Troy, N. Y.
W. S. WALES	Syracuse, N. Y.
A. E. MATTHEWS	Syracuse, N. Y.
H. MCGONIGAL	Syracuse, N. Y.

Title of company, Hudson Electric Railway Company.

General offices at Hudson, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Thursday in October.

For information concerning this report, address S. D. Lake, Treasurer.

HUNTINGTON.

(Date of charter, May, 1890)

Commenced operating road July 19, 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter	3,000	\$30,000
Issued for actual cash	205	\$3,050
Issued on account of construction	2,695	\$26,950
Total now outstanding	3,000	\$30,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
First mortgage bonds, whole amount author- ized, \$30,000.....	1890	p.c. 5	June & Dec.	\$26,000

Cost of Road and Equipment.

* Total cost of road and equipment up to June 30, 1891.....	\$55,685 90
Buildings and fixtures added during year ending June 30, 1892	173 42
Grand total cost of road and equipment up to June 30, 1892	\$55,859 32

* In report of 1891 this item, through error, was put at \$55,465.90.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$6,188 54
Less operating expenses (excluding all taxes)	3,027 12
Gross income from all sources	\$2,561 42
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$155 90
Taxes on earnings and capital stock	47 02
Interest on funded debt due and accrued	1,804 00
	1,806 92
Net income from all sources	\$1,054 44
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 3 per cent on capital stock	900 00
Surplus for year ending June 30, 1892	\$154 44

General Income Account.

Surplus for year ending June 30, 1892	\$154 44
Surplus up to June 30, 1891	512 57
Total surplus June 30, 1892	\$666 01

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$5,821 94
Sundries	297 20
Total gross earnings	\$6,188 54

OPERATING EXPENSES.

Repairs of cars and other vehicles	\$25 15
Repairs of harness and stable equipment	30 55
Horseshoeing	127 02
Provender (including expense of grinding)	1,045 10
Wages of conductors and drivers on horse cars	1,527 51
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	365 00
Light and fuel	25 00
Advertising, printing and office expenses	90 00
Insurance	85 75
Contingencies	227 79
Total operating expenses	\$3,027 12

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$35,820 22
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$699 60
Supplies on hand	261 00
	960 60
	\$36,820 82

LIABILITIES.

Capital stock	\$20,000 00
Funded debt	25,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt accrued	102
Open accounts	21
Profit and loss (surplus)	600
	\$25,803

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

Single track on main line, depot of Long Island railroad to Harbor

MI

HUNTINGTON.

809

Weight of rail per yard	30 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	3
Open cars	9
Schedule time making trip one way	30 min.
Cars run as per card schedule and to meet all trains.	
Rate of fare per passenger	5 and 10c.
Number of passengers carried in cars during year, about	79,000
Average number of employees (including officials) during the year	6

Salaries, Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Drivers	10	\$1 10
Roadmen	10	1 00
Hostlers	10	1 00

Officers of the Company.

Name.	Title.	Official Address.
E. D. DAVIDSON	President	Huntington, N. Y.
GEORGE M. TILESTON	Secretary	Huntington, N. Y.
DOUGLASS CONKLIN	Treasurer	Huntington, N. Y.
ISAAC ROGERS	Superintendent	Huntington, N. Y.

Directors of the Company.

Name.	Residence.
E. D. DAVIDSON	Huntington, N. Y.
TEMPLE PRIME	Huntington, N. Y.
G. M. TILESTON	Huntington, N. Y.
D. CONKLIN	Huntington, N. Y.
ISAAC ROGERS	Huntington, N. Y.
J. M. BRUSH	Huntington, N. Y.
JOHN M. WOOD, Jr.	Huntington, N. Y.
JOSEPH IRVINE	Huntington, N. Y.

Title of company, Huntington Railroad Company.

General offices at Huntington, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in June.

For information concerning this report, address Isaac Rogers, Superintendent.

ITHACA.

(Date of charter, November 18, 1884.)

Change of ownership of this road took place about May 1, 1892, and the company will be reorganized and the road extended about five miles. The capital will be increased by \$150,000.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter, issued on account of construction, and now outstanding	250	\$25,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bond and mortgage	July 1, 1907	P.C. 6	Jan. and July	\$30,000

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1892.
* Road built by contract.....	\$30,000 00

EQUIPMENT.	
Motor cars, fixtures and dynamos	15,000 00
Grand total cost of road and equipment.....	\$45,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$5,696 32
Less operating expenses (excluding all taxes)	4,369 95
Gross income from all sources	\$1,326 37

Deductions from income, as follows, viz.:

Taxes on earnings and capital stock	\$28 43
Interest on funded debt due and accrued.....	1,300 00
	1,328 43

Surplus for year ending June 30, 1892	\$78 94
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General Income Account.

Surplus for year ending June 30, 1892.....	\$78 94
Deficit up to June 30, 1891.....	1,425 52
Total deficit June 30, 1892	\$1,346 58

Analysis of Gross Earnings and Operating Expenses.*

EARNINGS.	
From passengers.....	\$5,696 32
+Total operating expenses.....	\$4,369 95

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$30,000 00
Cost of equipment.....	15,000 00
Profit and loss (deficiency).....	1,326 37
	\$46,326 37

LIABILITIES.	
Capital stock	\$25,000 00
Funded debt.....	30,000 00
Current liabilities, as follows, viz.:	
Interest due and accrued.....	1,326 37
	\$46,326 37

* The present owners have no knowledge of the correctness of the above, as it is copied from previous reports.....

† When the present owners obtained control there appeared no itemized accounts such as are asked for by the form of report in use, and it would be difficult for us to separate the items and place them against their proper accounts.

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Lehigh Valley depot to Ithaca hotel.....		1
Weight of rail per yard	80 lbs.	
Gauge of track	4 ft. 8 1/4 in.	
Number of motor cars.....	8	
Schedule time making trip one way.....	10 minutes.	
Cars are run	Every 10 min.	
Rate of fare per passenger	5 cents and 4 1-6 cents.	
Average number of employes (including officials) during year.....	6	

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	9	\$1 50 and 1 75

Officers of the Company.

Name.	Title.	Official Address.
HORACE E. HAND.....	President.....	Scranton, Pa.
H. BERGHOLTZ.....	Sec., Treas. and Superintendent.	Ithaca, N. Y.

Directors of the Company.

Name.	Residence.
HORACE E. HAND	Scranton, Pa.
A. C. ROBERTSON.....	Wilkesbarre, Pa.
D. F. VAN VLIET	Ithaca, N. Y.
JOHN R. HALSEY, JR.....	New York city.
CHARLES W. HAND	New York city.
D. A. CARPENTER	New York city.
H. BERGHOLTZ.....	Scranton, Pa.

Title of company, Ithaca Street Railway Company.

General offices at Ithaca, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report, address H. Bergholtz, Secretary.

JAMAICA AND BROOKLYN.

(Date of charter, May 22, 1880.)

The Jamaica and Brooklyn Road Company is a consolidation of the Jamaica, Woodhaven and Brooklyn Railway Company and the Jamaica and Brooklyn Plankroad Company, under act of April 9, 1879, chapter 156, Laws of 1879, of the State of New York. The certificate of such consolidation was filed in the office of the Secretary of State on the 22d day of March, 1880.

Under date of September 4, 1889, the Jamaica and Brooklyn Road Company acquired all the property formerly owned by the Long Island Electric Company, and also the lease under which the Long Island Electric Company, or parties on its behalf, had theretofore operated the line of railway of the Jamaica and Brooklyn Road Company, so that said line of railway and all rights relating thereto became the property of the Jamaica and Brooklyn Road Company.

Prior to October 31, 1889, the capital stock had consisted of two classes, viz.: 5,000 shares common stock at twenty dollars per share; 4,874 shares preferred stock at twenty dollars per share.

The preferred had represented specially the earnings of the plankroad, and the common had represented specially the revenues from the railway.

Under date of October 31, 1889, and in pursuance of action taken that day by the board of directors and approved by every stockholder of the company and in accordance with the statutes made and provided, the board declared by a vote of more than two-thirds of their number, that it was for the interest of the corporation to exchange such preferred stock for common stock, and ordered that in compliance with the request of the preferred stockholders all certificates should thereafter be consolidated into one class of stock, which should be the only stock of the corporation, and this has been carried out.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	9,874	\$197,480

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	Jan., 1890	p.c. 5	Jan. & July	\$41,500	*

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Electric appliances pertaining to road and superstructures.....		\$4,482 88	.....
Buildings and fixtures		835 52	.....
Legal expenses and loss on bonds charged to construction		7,000 00	.....
Total cost of road as reported to June 30, 1891			\$567,144 12
Less insurance collected on toll house burned.....		\$11,808 40	.....
		897 50	.....
Total cost of road.....		\$11,410 90	\$578,555 02
EQUIPMENT.			
Cars, other than motor cars		\$2,795 00	.....
Total cost of equipment as reported June 30, 1891.....			\$27,346 58
Total cost of equipment.....		\$2,795 00	\$30,041 58
Grand total cost of road and equipment.....		\$14,205 90	\$608,596 60

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

New dynamos	\$3,500 00
New electric appliances.....	592 52
New machinery	270 00
New addition to building.....	55 52
New cars	2,795 00
Legal expenses	2,080 00
Discount on bonds sold in previous fiscal year and then accidentally omitted....	5,000 00
Total charged to construction.....	\$14,093 04
Less credit to construction of amount of insurance collected on toll house burned	397 12
Balance.....	\$14,295 92

* Issued partly for property of the Long Island Electric Company and to pay off certain li thereon and partly for cash.

JAMAICA AND BROOKLYN.

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Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$68,777 68
Less operating expenses (excluding all taxes)		47,909 64
Net earnings from operation		\$20,868 04
<i>Income from other sources, as follows, viz.:</i>		
Sale of old material	\$31 00	
Rents	662 50	
		743 50
Gross income from all sources		\$21,611 54
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$463 19	
Taxes on earnings and capital stock	260 20	
Taxes other than above	66 63	
Interest on funded debt due and accrued	20,750 00	
		21,540 02
Surplus for year ending June 30, 1892		\$71 52

General Income Account.

Surplus for year ending June 30, 1892		\$71 52
Deficit up to June 30, 1891	\$7,496 32	
Add taxes for previous year paid during the present fiscal year	969 06	
		8,465 37
Total deficit June 30, 1892		\$8,393 85

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$56,094 87
Tolls	12,682 81
Total gross earnings	\$68,777 68

OPERATING EXPENSES.

Repairs of roadbed, track, buildings and fixtures	\$5,820 52
Repairs and renewals of cars, motors and other vehicles	10,446 30
Salaries of general officers and clerks and general expenses	5,714 07
Wages of conductors and motor men	12,146 41
Wages of engineer, firemen and other employes at power house	1,556 08
Wages of watchmen, starters, switchmen, roadmen, etc.	1,855 47
Light and fuel other than at power house, and fuel, light and other supplies used at power house	7,447 51
*Damages to persons and property	600 00
Legal expenses	102 00
Advertising, printing and stationery	406 29
Insurance	1,113 60
Removal of snow and ice	331 90
Contingencies	369 49
Total operating expenses	\$47,909 64

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment		\$208,596 90
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$784 68	
Special deposit to pay coupons	10,375 00	
		11,159 68
Open accounts		465 18
Supplies on hand		3,638 00
Profit and loss (deficiency)		8,383 85
		\$22,446 71

* Five hundred dollars belongs to previous year, but settled and charged to this fiscal year.

LIABILITIES.

Capital stock.....	\$197,490 00
Funded debt.....	415,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	\$10,875 00
Bills payable.....	7,500 00
Sundries, pay-rolls and vouchers.....	1,898 61
	<u>\$632,863 61</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Jamaica to Brooklyn	6.4
Second track on main line and branches.....	6.4
Total length of all tracks and sidings owned.....	<u>12.8</u>
Weight of rail per yard	57 lbs.
Gauge of track	4 ft. 8½ in.
Open cars, not motors	5
Horses and mules	3
Number of motor cars.....	18
Schedule time making trip one way.....	40 minutes
Cars are run	Every 15 minutes, week days; Sundays, every 5 minutes.
Rate of fare per passenger	5 and 10 cents; half fare, 8 and 5 cents.
Number of passengers carried in cars during year.....	898,187
Average number of employes (including officials) during year.....	42

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers.....	12	2 00
Starters	12	1 30
Watchman	12	1 75
Switchman	12	1 30
Roadmen	10	\$1 50 and 1 75
Engineer.....	12	2 57
Firemen	12	1 75
Electrician.....	10	3 00
Motormen.....	12	2 00
Machinist.....	12	2 15

Officers of the Company.

Name.	Title.	Official Address.
SAMUEL SPENCER.....	President.....	23 Wall street, New York city.
JOHN G. WRIGHT.....	Vice-President	Yonkers, N. Y.
W. S. TOWNSEND.....	Secretary	23 Wall street, New York city.
H. E. WORCESTER.....	Treasurer	23 Wall street, New York city.
Wm. M. SCOTT.....	Superintendent	Jamaica, N. Y.

Directors of the Company.

Name.	Residence.
SAMUEL SPENCER.....	New York city.
C. H. COSTER.....	New York city.
W. B. HORN.....	New York city.
W. S. TOWNSEND.....	New York city.
E. M. ROBINSON.....	New York city.
W. S. KERNES.....	New York city.
E. P. BROMLEY.....	New York city.
J. S. DAVIS.....	New York city.
I. W. JOYCE.....	New York city.

Title of company, Jamaica and Brooklyn Road Company.

General offices at Jamaica, L. I., N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in March.

For information concerning this report, address W. S. Townsend, Secretary.

JAMESTOWN.

(Date of charter, October 18, 1883.)

The Jamestown Street Railway Company was incorporated on the 18th day of October, 1883, by the filing of articles of association in the office of the Secretary of State at Albany, N. Y., and thereafter and on the 19th day of October, 1883, the company was organized by the election of the following officers: John T. Wilson, president; Charles L. Jaffords, vice-president; John Langford, treasurer; C. R. Lockwood, secretary.

The company was organized under the General Railroad Law of the State of New York, consents and permissions from highway authorities obtained as soon as possible, and work was commenced in the fore part of the year 1884.

Commenced running June 20, 1884.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	5,000	\$350,000	.....
Issued for actual cash and now outstanding.....	2,000	100,000	\$94,950

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount out stand- ing.
		Rate.	When payable.		
First mortgage bonds	July 1, 1891	p.c. 6	Jan. & July	\$25,000	\$25,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appli- ances pertaining to road and superstructure	\$1,284 04	\$29,545 18
Electric appliances pertaining to road and superstructure.....	121 92	121 92
Real estate.....	.....	3,000 00
Buildings and fixtures, exclusively used for electric purposes..	97 60	97 60
All other buildings and fixtures .....	.....	3,391 56
Interest and discount charged to construction .....	.....	1,221 64
Total cost of road.....	\$1,453 56	\$37,877 90
EQUIPMENT.		
Horses .....	.....	\$5,222 75
Harness.....	.....	617 63
Cars, other than motor cars.....	\$14 22	8,596 15
Wagons, trucks, snow-plows, sleighs	25 00	316 19
Total cost of equipment.....	\$39 22	\$14,692 72
Grand total cost of road and equipment	\$1,492 78	\$52,070 62

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additions to road, etc.....	\$1,334 04
Additions to line.....	121 92
Additions to buildings.....	97 80
Additions to cars, etc.....	14 22
Wagons, etc.....	25 00
Total.....	<u>\$1,492 78</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$23,677 84
Less operating expenses (excluding all taxes).....	51,351 82
Net earnings from operation.....	<u>\$1,426 02</u>

Income from other sources, as follows, viz.:

Fertilizers.....	\$25 50
Rent.....	263 92
Baggage.....	67 23
Express.....	143 02
Advertising.....	150 00
Electric light.....	12 83
	<u>662 40</u>

Gross income from all sources.....	<u>\$2,088 42</u>
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Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$904 79
Taxes on earnings and capital stock.....	117 91
Interest on funded debt due and accrued.....	1,500 00
	<u>2,522 70</u>

Deficit for year ending June 30, 1892.....	<u>\$435 73</u>
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General Income Account.

Deficit for year ending June 30, 1892.....	\$435 73
Surplus up to June 30, 1891.....	1,749 39
	<u>\$1,313 61</u>
Deduct loss on horses.....	18 67
Total surplus June 30, 1892.....	<u>\$1,294 94</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	<u>\$23,677 84</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures.....	\$2,301 17
Repairs of buildings and fixtures, exclusively used for mechanical power.....	233 05
Repairs of motor cars and fixtures.....	1,635 36
Repairs of harness and stable equipment.....	261 00
Horseshoeing.....	150 61
Provender (including expense of grinding).....	1,037 64
Salaries of general officers and clerks.....	1,023 50
Wages of conductors and motor men on cars propelled by mechanical traction..	21,418 30
Wages of engineer, firemen and all others employed at power house.....	3,474 74
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	6,002 46
Light and fuel, other than at power house.....	437 13
Fuel, light and other supplies used at power house.....	6,758 12
Water tax.....	38 65
Damages to persons and property.....	1,200 94
Legal expenses.....	190 05
Advertising, printing and office expenses.....	500 11
Insurance.....	1,045 21
Removal of snow and ice.....	1,024 81
Contingencies.....	439 8
Total operating expenses.....	<u>\$51,351 82</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$27,377 9
Cost of equipment.....	14,002 1
Other permanent investments.....	149 1

JAMESTOWN.

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Current assets, as follows, viz.:

Cash on hand.....	\$15 00	
Bills receivable.....	43 00	
*Open accounts.....	86,672 71	
Supplies on hand.....	8,563 01	
		\$90,293 72
Unsubscribed stock		150,000 00
		<u>\$292,513 88</u>

LIABILITIES.

Capital stock	\$250,000 00
Funded debt.....	25,000 00

Current liabilities, as follows, viz.:

Bills payable	\$8,000 00
Open accounts.....	8,216 84
	16,216 84
Profit and loss (surplus)	1,297 54
	<u>\$292,513 88</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Lakewood to Falconer.....	8.239
Single track, branch, from Sherman house to Windsor and Second street.....	1.349
Single track, branch, from corner Main and Third streets to Third and Pendergast.....	2.201
Single track, branch, from corner Main and Second streets to M. E. church.....	.319
Single track, branch, from boat landing to fair grounds.....	.390
Total length of single track on main line and branches.....	12.498
Second track on main line and branches.....	1.185
Sidings on main line and branches.....	.646
Total length of all tracks and sidings owned.....	<u>14.279</u>

Weight of rail per yard.....	30 and 45 lbs.
Gauge of track.....	4 ft. 8 $\frac{1}{4}$ ins.
Number of box cars, not motors.....	5
Open cars, not motors.....	8
Number of motor cars.....	22
Schedule time making trip one way.....	24, 33 and 35 mins.
Cars are run, average.....	Every 10 mins.
Rate of fare per passenger:	
Tickets.....	4 cents.
Regular.....	5 cents.
Number of passengers carried in cars during the year	1,170,618
Average number of employes (including officials) during the year.....	66

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

	Annual salary.
General officers.....	\$1,200 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	11	\$1 65
Drivers.....	11	1 65
Starters.....	12	1 66
Watchmen.....	12	1 33
Roadmen.....	10	1 50
Hostlers.....	10	1 25

* Of this amount \$75,050 is for capital stock not assessed.

ACCIDENT.

Killed.

Employee..... 1

Officers of the Company.

Name.	Title.	Official Address.
A. N. BROADHEAD.....	President.....	Jamestown, N. Y.
W. S. CAMERON.....	Secretary.....	Jamestown, N. Y.
F. E. GIFFORD.....	Treasurer.....	Jamestown, N. Y.
GEORGE E. MALTBY.....	Superintendent.....	Jamestown, N. Y.

Directors of the Company.

Name.	Residence.
A. N. BROADHEAD.....	Jamestown, N. Y.
L. B. WARNER.....	Jamestown, N. Y.
F. E. GIFFORD.....	Jamestown, N. Y.
S. B. BROADHEAD.....	Jamestown, N. Y.
O. E. JONES.....	Jamestown, N. Y.
R. N. MARVIN.....	Jamestown, N. Y.
W. S. CAMERON.....	Jamestown, N. Y.

Title of company, Jamestown Street Railway Company.

General offices at Jamestown, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in October.

For information concerning this report, address George E. Maltby, Superintendent.

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO.

(Date of charter, November 12, 1873.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	500	\$50,000
Issued for actual cash.....	400	\$40,000
Issued for stock dividends.....	100	10,000
Total now outstanding.....	500	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
Bonds.....	1880	p.c. 5	January 1.....	\$1,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$3,158 72	\$42,431 09
Right of way		681 50
Real estate.....		3,839 77
Interest and discount charged to construction	102 50	782 23
Total cost of road	\$3,256 22	\$47,684 59
EQUIPMENT.		
Horses		\$2,352 84
Harness.....		227 25
Cars.....		2,746 00
Wagons, trucks, snow-plows, sleighs.....	\$240 00	640 00
Total cost of equipment.....	\$240 00	\$5,965 62
Grand total cost of road and equipment	\$3,496 22	\$53,650 21

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$15,420 11
Less operating expenses (excluding all taxes).....		11,567 08
Net earnings from operation.....		\$3,853 08
Miscellaneous		98 00
Gross income from all sources		\$3,951 08
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$429 05	
Taxes on earnings and capital stock.....	115 78	
Interest on funded debt due and accrued	50 00	
		594 83
Net income from all sources.....		\$3,356 20
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 3 per cent on capital stock.....		1,500 00
Surplus for year ending June 30, 1892.....		\$1,856 20

General Income Account.

Surplus for year ending June 30, 1892	\$1,856 20
Surplus up to June 30, 1891.....	114 85
Total surplus June 30, 1892	\$1,971 05

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$14,768 11
Packages	686 50
Advertising.....	30 50
Total gross earnings.....	\$15,420 11

OPERATING EXPENSES

Repairs of roadbed and track	\$1,609 66
Repairs of buildings and fixtures	542 94
Repairs of cars and other vehicles.....	833 98
Repairs of harness and stable equipment.....	147 75
Horseshoeing.....	317 90
Renewals of horses and mules	75 00
Providence (including expense of grinding)	2,347 99
Salaries of general officers and clerks.....	906 67
Wages of conductors and drivers	2,016 95
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	1,182 55
Light and fuel.....	65 48
Water tax	40 00

Legal expenses.....	\$488 05
Advertising, printing and office expenses.....	50 50
Insurance.....	91 43
Removal of snow and ice.....	124 10
Contingencies.....	146 54
Horse hire, veterinary, ticket and rent account.....	634 59
Total operating expenses.....	\$11,567 08

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$47,684 59
Cost of equipment.....	5,965 02
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	4,250 84
Open accounts.....	30 00
	\$57,971 05
LIABILITIES.	
Capital stock.....	\$50,000 00
Funded debt.....	1,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	5,000 00
Profit and loss (surplus).....	1,971 05
	\$57,971 05

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Johnstown to Gloversville.....	4.08	
Single track, branch.....	.0836	
Total length of single track on main line and branches.....	4.1736	
Weight of rail per yard.....	45 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	5	
Open cars.....	3	
Horses and mules.....	21	
Schedule time making trip one way.....	40 minutes.	
Cars are run.....	Hourly.	
Rate of fare per passenger.....	5 and 10 cents.	
Number of passengers carried during year, estimated.....	173,363	

Salaries, Wages, Etc., of Officers and Employees.

	Annual salary.
Manager.....	\$500 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	13	\$1 45
Drivers.....	13	1
Roadmen.....	10	1
Hostlers.....	7 8	1
Stable boss.....	13	1

Officers of the Company.

Name.	Title.	Official Address.
W. S. NORTHRUP.....	President.....	Johnstown, N. Y.
L. CATEN.....	Secretary and Superintendent.....	Gloversville, N. Y.
H. W. POTTER.....	Treasurer.....	Johnstown, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
JAMES YOUNGLOVE	Johnstown, N. Y.
H. W. POTTER	Johnstown, N. Y.
W. S. NORTHRUP	Johnstown, N. Y.
LEWIS VEGHTE	Johnstown, N. Y.
DAVID A. WELLS	Johnstown, N. Y.
MARTIN KENNEDY	Johnstown, N. Y.
JONATHAN RICKETTS	Johnstown, N. Y.
L. CATEN	Gloversville, N. Y.
JOHN McNAB	Gloversville, N. Y.
C. W. JUDSON	Gloversville, N. Y.
W. J. HEACOCK	Gloversville, N. Y.
WILLIAM LITTAUR	New York city.
F. BURTON	Gloversville, N. Y.

Title of company, Johnstown, Gloversville and Kingsboro Horse Railroad Company.

General offices at Gloversville, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in January.

For information concerning this report, address L. Caten, Secretary.

KINGSTON CITY.

(Date of charter, June 5, 1879.)

The Kingston and Rondout Railroad Company was organized on the 31st day of January, 1865, under the General Railroad Law of the State of New York, and its amendments. The said railroad, its property and franchises, were sold under mortgage foreclosure on the 18th day of May, 1879, to Thomas Cornell, who subsequently conveyed the property so purchased as aforesaid to the Kingston City Railroad Company, which was organized under said railroad law and its amendments on the 5th day of June, 1879.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstand- ing.
Authorized by law or charter	500	\$50,000	.....
Issued for actual cash	39	\$3,900	\$3,900
Issued on account of construction	461	46,100	46,100
Total now outstanding	500	\$50,000	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	June 12, 1909	P. C.	Jan. & July	\$15,000	\$15,000
Debenture bonds	June 1, 1909	7	June & Dec.	10,000	10,000
Bond and mortgage	On demand.	6	Quarterly.	6,000	6,000
Total .....	.....	.....	.....	\$31,000	\$31,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails		\$68,507 48
Real estate		10,739 91
All other buildings and fixtures		607 72
Total cost of road		\$79,855 11
EQUIPMENT.		
Horses	\$240 00	\$4,740 00
Harness		236 87
Cars		4,000 00
Furniture and fixtures		439 94
Wagons, trucks, snow-plows and sleighs		50 00
Total cost of equipment	\$240 00	\$9,556 81
Grand total cost of road and equipment	\$240 00	\$89,411 92

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Number of horses increased from 40 to 42..... \$240 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$31,806 81
Less operating expenses (excluding all taxes)		22,757 71
Gross earnings from all sources		\$9,048 10
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$571 28	
Taxes on earnings and capital stock	274 98	
Taxes other than above	29 66	
Interest on funded debt due and accrued	1,910 00	
		3,785 92
Net income from all sources		\$6,262 18
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 10 per cent on capital stock		5,000 00
Surplus for year ending June 30, 1892		\$1,262 18

General Income Account.

Surplus for year ending June 30, 1892	\$1,262 18
Surplus up to June 30, 1891	14,051 51
Total surplus June 30, 1892	\$15,313 69

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$30,977 12
Mails	828 69
Total gross earnings	\$31,806

OPERATING EXPENSES.

Repairs of roadbed and track	\$185
Repairs of buildings and fixtures	246
Repairs of cars and other vehicles	700
Repairs of harness and stable equipment	252
Horseshoeing	923
Renewals of horses and mules	1,185
Provender (including expense of grinding)	5,777

KINGSTON CITY.

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Salaries of general officers and clerks.....	\$1,770 18
Wages of conductors and drivers.....	4,971 53
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	4,817 39
Light and fuel.....	359 18
Water tax.....	80 00
Damages to persons and property.....	193 30
Legal expenses.....	15 00
Advertising, printing and other expenses.....	385 68
Insurance.....	140 00
Removal of snow and ice.....	113 66
Contingencies.....	600 26
Total operating expenses.....	<u>\$22,767 71</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$79,855 11
Cost of equipment.....	9,556 81
Current assets, as follows, viz.:	
Cash on hand.....	\$8,284 13
Open accounts.....	600 82
Supplies on hand.....	66 00
	<u>8,950 45</u>
	<u>\$98,862 87</u>
LIABILITIES.	
Capital stock.....	\$50,000 00
Funded debt.....	31,000 00
Current liabilities, as follows, viz.:	
Open accounts.....	2,058 18
Profit and loss (surplus).....	15,304 51
	<u>\$98,862 87</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:		Miles.
Single track, main line, from Rondout to Kingston, N. Y.....		2.777
Sidings on main line and branches.....		.2
Total length of all tracks and sidings owned.....		<u>2.977</u>
Weight of rail per yard.....	40 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	8	
Horses and mules.....	43	
Schedule time making trip one way.....	30 minutes.	
Cars are run { 8 A. M. to 10 A. M.....	Every 20 minutes.	
{ 10 A. M. to 8 P. M.....	Every 10 minutes.	
{ 8 P. M. to 10 P. M.....	Every 20 minutes.	
Rate of fare per passenger.....	10 cents; way fare 5 cents.	
Number of passengers carried in cars during year (estimated).....	489,380	
Average number of employees (including officials) during the year.....	23	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$1,770 18

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Drivers.....	10½	\$1 60
Watchmen.....	10	1 43
Car cleaner.....	10	1 43
Roadmen.....	10	1 35
Hostlers.....	12	1 34
Blacksmith.....	10	2 00

REPORT OF THE RAILROAD COMMISSIONERS.

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Others, not employees.....	.....	1	1
Total	1	1	2

Officers of the Company.

Name.	Title.	Official Address.
JAMES G. LINDSLEY.....	President.....	Rondout, N. Y.
P. E. SCHOONMAKER	Secretary and Treasurer.....	Rondout, N. Y.
E. S. HEWITT.....	Acting Superintendent.....	Rondout, N. Y.

Directors of the Company.

Name.	Residence.
J. G. LINDSLEY.....	Rondout, N. Y.
S. D. COYKENDALL.....	Rondout, N. Y.
GEO. COYKENDALL.....	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
EDWIN SHERER.....	Rondout, N. Y.
M. J. MADDEN.....	Rondout, N. Y.
A. A. CROSBY.....	Rondout, N. Y.
MYRON TELLER.....	Kingston, N. Y.

Title of company, Kingston City Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Wednesday in October.

For information concerning this report, address S. D. Coykendall, Vice-President.

LANSINGBURGH AND COHOES.

LESSOR

LESSEE—TROY AND LANSINGBURGH.

(Date of charter, March 8, 1880.)

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter, issued for actual cash, on account of construction and now outstanding	300	\$15,000

Cost of Road.

Total cost of road up to June 30, 1892 \$15,000 00

Income Account for Year Ending June 30, 1892.

Net income from all sources, as follows, viz.:

Rent of railroad..... 1,050 00

Payments from net income, as follows, viz.:

Is declared, 7 per cent on capital stock..... 1,050 00

LANSINGBURGH AND COHOES.

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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road..... \$15,000 00

LIABILITIES.

Capital stock..... 15,000 00

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM KEMP.....	Vice-President	Troy, N. Y.
J. J. HAGEN.....	Secretary and Treasurer.....	Troy, N. Y.

Directors of the Company.

Name.	Residence.
WILLIAM KEMP.....	Troy, N. Y.
OTIS G. CLARK.....	Troy, N. Y.
CHARLES CLEMINSHAW.....	Troy, N. Y.
AUG. A. PREBLE.....	Lansingburgh, N. Y.
E. VAN SCHOONHOVEN.....	Lansingburgh, N. Y.
C. H. DAUCHY.....	Lansingburgh, N. Y.
GEORGE CAMPBELL.....	Cohoes, N. Y.

Title of company, The Lansingburgh and Cohoes Railroad Company.
 General offices at Troy, N. Y.
 Date of close of fiscal year, June 30.
 For information concerning this report, address J. J. Hagen, Treasurer.

LARCHMONT.

(Date of charter, February 7, 1884.)

Organized under the laws of the State of New York, chapter 252, Laws of 1884.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	250	\$25,000	\$25,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Roadbed, superstructure and rails.....		\$10,500 00
Real estate.....		4,000 00
Buildings and fixtures.....		5,500 00
Total cost of road.....		\$20,000 00
EQUIPMENT.		
Horses.....		\$1,500 00
Harness.....		125 00
Cars.....		3,000 00
Wagons, trucks, snow-plows, sleighs.....		375 00
Total cost of equipment.....		\$5,000 00
Grand total cost of road and equipment.....		\$25,000 00

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$3,209 75
Less operating expenses (excluding all taxes).....	3,021 61
Gross income from all sources.....	\$187 94
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$24 94
Taxes on earnings and capital stock.....	62 18
	86 42
Surplus for year ending June 30, 1892.....	\$101 52

General Income Account.

Surplus for year ending June 30, 1892.....	\$101 52
Surplus up to June 30, 1891.....	734 80
Total surplus June 30, 1892.....	\$836 32

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$3,179 75
Advertising.....	30 00
Total gross earnings.....	\$3,209 75

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$120 00
Repairs of cars and other vehicles.....	29 06
Repairs of harness and stable equipment.....	68 73
Horseshoeing.....	124 00
Renewals of horses and mules.....	263 00
Provender (including expense of grinding).....	1,030 00
Salaries of general officers and clerks.....	2 0 00
Wages of conductors and drivers.....	920 00
Light and fuel.....	18 00
Insurance.....	10 00
Total operating expenses.....	\$3,021 61

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$30,000 00
Cost of equipment.....	5,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	66 32
Supplies on hand.....	730 68
	\$25,536 32

LIABILITIES.

Capital stock.....	\$25,000 00
Profit and loss (surplus).....	536 32
	\$25,536 32

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

Single track, main line, from New York and New Haven depot to Larchmont...	1.5 miles
Weight of rail per yard.....	35 to 38 lbs
Gauge of track.....	4 ft. 8½ in
Number of box cars.....	
Horses.....	
Schedule time making trip one way.....	15 min
Cars are run.....	Every 30 mins. from 7 A. M. to 7.30 P.
Rate of fare per passenger.....	5 c
Number of passengers carried in cars during year.....	68,1
Average number of employees (including officials) during year.....	

LARCHMONT.

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Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$1 25
Drivers	10	1 75
Roadmen	10	1 50

Officers of the Company.

Name.	Title.	Official Address.
CHARLES H. MURRAY.....	President	Larchmont, N. Y.
W. H. CAMPBELL.....	Secretary, Treasurer and Superintendent.	Larchmont, N. Y.

Directors of the Company.

Name.	Residence.
CHARLES H. MURRAY.....	Larchmont, N. Y.
WM. MURRAY.....	Larchmont, N. Y.
W. H. CAMPBELL.....	Larchmont, N. Y.
F. W. FLINT.....	Larchmont, N. Y.
JULIA W. SOUTHWORTH.....	Larchmont, N. Y.
EDWARD E. LINT.....	Chicago, Ill.
THOMAS H. FRENCH	New York city.

Title of company, Larchmont Horse Railway Company.

General offices at Larchmont, N. Y.

Date of close of fiscal year, second Tuesday in January.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address W. H. Campbell, Secretary.

LOCKPORT.

Road not operated during the year. Letter on file with Board of Railroad Commissioners, giving facts relative to cessation of operation.

LONG ISLAND CITY AND NEWTOWN.

(Date of charter, May, 1883.)

Organized under the General Railroad Law May, 1883. Combined, merged and consolidated with the Long Island City and Maspeth Railroad Company and the Long Island City and Calvary Cemetery Railroad Company on the 23d day of June, 1883.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter.....	3,000	\$150,000
Issued for actual cash	2,000	\$100,000
Issued on account of construction.....	1,000	50,000
Total now outstanding.....	3,000	\$150 000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Construction and redemption of bonds of Calvary Cemetery railroad	1905	p. c.	Semi-annually..	\$100,000
Extension of present road	1905	6	Semi-annually..	100,000
Purchase of power house bond and mortgage..		6	Semi-annually..	100,000
Total				\$300,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric or cable appliances pertaining to road and superstructure	\$543 25	\$157,911 00
Electric or cable appliances and road construction pertaining to road and superstructure	125 00	30,789 95
Real estate	100,000 00	100,000 00
Total cost of road	\$100,668 25	\$278,701 95
EQUIPMENT.		
Horses		\$600 00
Harness		384 00
Motor cars and fixtures	\$687 23	2,487 23
Wagons, trucks, snow-plows, sleighs	40 00	305 00
Total cost of equipment	\$727 23	\$3,676 23
Grand total cost of road and equipment	\$101,395 48	\$282,378 08

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$33,980 36
Less operating expenses (excluding all taxes)	22,336 14
Net earnings from operation	\$11,644 22
Income from other sources, as follows, viz.:	
Rent from real estate	\$780 00
Rent from power furnished	2,066 20
	2,846 20
Gross income from all sources	\$4,510 42
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	\$523 77
Taxes on earnings and capital stock	92 39
Interest on funded debt due and accrued	13,500 00
Rentals	600 00
	14,716 16
Deficit for year ending June 30, 1892	\$10,305 74

General Income Account.

Deficit for year ending June 30, 1892	\$10,305 74
Deficit up to June 30, 1891	168,884 86
Total deficit June 30, 1892	\$179,190 60

LONG ISLAND CITY AND NEWTOWN.

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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$23,990 36

OPERATING EXPENSES.	
Repairs of buildings and fixtures	\$588 21
Repairs and renewal of cars, motors and other vehicles.....	1,073 32
Salaries of general officers and clerks.....	1,820 00
Wages of conductors and motor men	8,260 00
Wages of engineer, firemen and other employees at power house.....	3,840 00
Wages of watchmen, starters, switchmen, roadmen, etc	2,184 00
Light and fuel other than at power house	96 20
Fuel, light and other supplies used at power house	4,063 73
Water tax	220 33
Damages to persons and property	105 00
Advertising, printing and office expenses	363 30
Insurance	700 06
Total operating expenses.....	\$22,336 14

General Balance Sheet June 30, 1893.

Cost of road	\$278,701 83
Cost of equipment.....	8,676 23
<i>Current assets, as follows, viz. :</i>	
Cash on hand.....	\$3,332 81
Open accounts	730 00
Supplies on hand.....	2,365 00
Sundries	442 33
Profit and loss (deficiency).....	179,090 60
	\$468,439 33

LIABILITIES.

Capital stock	\$150,000 00
Funded debt.....	300,000 00
<i>Current liabilities as follows, viz. :</i>	
Interest on funded debt.....	4,500 00
Bills payable.....	8,806 08
Open accounts.....	385 63
Sundries, wages and supplies.....	4,747 62
	\$468,439 33

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Thirty-fourth Street ferry to Long Island City, to Lutheran cemetery, in town of Newtown	4.50
Second track on main line	2.25
Sidings on main line .....	.25
Total length of all tracks and sidings owned.....	7
Weight of rail per yard	60 and 45 lbs.
Gauge of track	4 ft. 8 1/4 in.
Number of cars, not motors	1
Open cars, not motors.....	11
Horses and mules	3
Number of motor cars	7
Schedule time making trip one way.....	40 minutes.
Cars are run.....	Every 10 min.
Rate of fare per passenger.....	5 and 10 cents.
Number of passengers carried in cars during year	349,702
Average number of employees (including officials) during year.....	35

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Bookkeepers.....		\$800 00
Assistant bookkeeper.....		530 00

REPORT OF THE RAILROAD COMMISSIONERS.

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Motormen	12	2 00
Watchmen	12	2 00
Switchman	10	\$1 50 and 1 75
Roadmen	10	1 50 and 1 75
Electrician	12	4 00
Carpenters	12	2 00
Linemen	12	2 50

Officers of the Company.

Name.	Title.	Official Address.
PATRICK J. GLEASON	President and Treasurer	Long Island City, N. Y.
THOMAS P. BURKE	Secretary	Long Island City, N. Y.

Title of company, Long Island City and Newtown Railroad Company.

General offices at 112 Front street, Long Island City, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address Patrick J. Gleason, President.

MAPLE AVENUE (Elmira).

LESSOR.

LESSEE — ELMIRA AND HORSEHEADS.

(Date of charter, May 16, 1887.)

No report filed for year ending June 30, 1892.

Operation of the road included in report of Elmira and Horseheads, *ante.* — R. R. Commissioners.

METROPOLITAN CROSSTOWN (New York City).

(Date of charter, March 23, 1869.)

This company was organized under and pursuant to an act passed May 6, 1894.

The certificate of incorporation was filed in the Secretary of States office on the 23d of March, 1889. The consent of the local authorities was given December 24, 1889. Approved by the mayor December 31, 1889.

The partial operation of the road commenced June 1, 1891.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding	3,000	\$300,000

METROPOLITAN CROSSTOWN.

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FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	April, 1920	p.c. 5	April & Oct.	\$500,000
Second mortgage bonds.....	May 1, 1901		May	300,000
Total				\$800,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$1,708 68	\$1,201,708 68
Buildings and fixtures	1,280 04	1,280 04
Total cost of road.....	\$2,988 72	\$1,202,988 72
EQUIPMENT.		
Horses		\$32,100 00
Harness		917 92
Cars.....		34,875 05
Wagons, trucks, snow-plows, sleighs		105 27
Total cost of equipment		\$67,998 24
Grand total cost of road and equipment	\$2,988 72	\$1,270,986 96

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$159,539 44
Less operating expenses (excluding all taxes).....	107,057 45
Gross income from all sources	\$52,481 99
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$1,684 90
Taxes on earnings and capital stock	10,374 54
Taxes other than above	61 80
Interest on funded debt due and accrued.....	30,000 00
Rents	8,140 00
	45,261 24
Surplus for year ending June 30, 1892	\$7,220 75

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$159,539 44
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$3,351 07
Repairs of all other buildings and fixtures.....	293 69
Repairs of cars (not motors) and other vehicles.....	1,852 80
Repairs of harness and stable equipment.....	1,672 84
Horseshoeing.....	3,247 51
Renewals of horses and mules.....	1,084 00
Provender (including expense of grinding).....	23,343 00
Salaries of general officers and clerks.....	2,971 09
Wages of conductors and drivers	40,109 27
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	19,755 99
Light and fuel.....	525 14
Water tax.....	45 90

Damages to persons and property.....	\$863 89
Legal expenses.....	300 00
Advertising, printing and office expenses.....	381 41
Insurance.....	636 00
Removal of snow and ice.....	582 40
Contingencies.....	6,081 74
Total operating expenses.....	<u>\$107,057 45</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$1,309,988 72
Cost of equipment.....	67,986 24
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	4,201 65
Open accounts.....	1,196 52
	<u>\$1,276,385 13</u>
LIABILITIES.	
Capital stock.....	\$300,000 00
Funded debt.....	900,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	30,000 00
Open accounts.....	80,558 86
Taxes accrued.....	8,470 52
Profit and loss (surplus).....	7,330 75
	<u>\$1,276,385 13</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Grand Street ferry, East river, to Fourteenth Street ferry, North river.....	8.50
Second track on main line and branches.....	3.50
Total length of all tracks and sidings owned.....	<u>7.00</u>
Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	35
Horses.....	198
Schedule time making trip one way.....	43 minutes.
Cars are run.....	Every 3 and 6 min.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	3,190,790
Average number of employees (including officials) during year.....	118

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.	Annual salary.
Superintendent, register clerk, receiver.....	\$2,971 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10	\$2 00
Drivers.....	10	2 40
Starters.....	10	2 10
Watchmen.....	10	1 70
Switchmen.....	10	1 70
Roadmen.....	10	\$1 75 and 2 40
Hostlers.....	10	1 70
Clerks.....	9	2 10
Horseshoers.....	9½	3 60
Inspectors.....	10	2 50

METROPOLITAN CROSSTOWN.

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ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	5	5
Others, not employes	3	1	4
Total	8	1	9

Officers of the Company.

Name.	Title.	Official Address.
P. A. B. WIDENER.....	President.....	New York city.
DANIEL S. LAMONT.....	Vice-President.....	New York city.
CHARLES E. WARREN.....	Secretary.....	New York city.
THOMAS F. RYAN.....	Treasurer.....	New York city.

Directors of the Company.

Name.	Residence.
P. A. B. WIDENER.....	Philadelphia, Penn.
WM. L. ELKINS.....	Philadelphia, Penn.
HENRY THOMPSON.....	New York city.
THOMAS F. RYAN.....	New York city.
DANIEL S. LAMONT.....	New York city.
D. B. HASBROUCK.....	Brooklyn, N. Y.
CHARLES E. WARREN.....	Brooklyn, N. Y.

Title of company, Metropolitan Crosstown Railroad Company.

General offices at 781 Seventh avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Tuesday in March.

For information concerning this report, address Charles E. Warren, Secretary.

MOHAWK AND ILION.

(Date of charter, April 12, 1870.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	600	\$15,000	\$15,000

Cost of Road and Equipment.

Road.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails	\$12,500 00
Real estate	2,000 00
Total cost of road	\$14,500 00

Equipment.	
Cars	3,300 00
Grand total cost of road and equipment	\$17,800 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$6,548 45
Less operating expenses (excluding all taxes).....	3,524 99
Net earnings from operation.....	\$3,023 46

REPORT OF THE RAILROAD COMMISSIONERS.

<i>Income from other sources, as follows, viz.:</i>		
Rent	\$25 00	
Dividend, Remington's Sons.....	94 01	
		\$119 01
Gross income from all sources		\$3,142 47
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$322 36	
Taxes on earnings and capital stock	108 90	
		331 26
Net income from all sources.....		\$2,811 21
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 16 per cent on capital stock	2,400 00	
Surplus for year ending June 30, 1892		\$411 21

General Income Account.

Surplus for year ending June 30, 1892	\$411 21
*Surplus up to June 30, 1891.....	3,894 84
Total surplus June 30, 1892	\$4,306 05

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$6,462 10
Express	71 30
Excursions	15 05
Total gross earnings	\$6,548 45

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$326 77
Repairs of cars and other vehicles.....	251 30
Salaries of general officers and clerks.....	300 00
Wages of conductors and drivers	739 00
Light and fuel.....	31 25
Water tax	9 30
Advertising, printing and office expenses.....	1 25
Insurance	16 50
Removal of snow and ice.....	70 12
Contingencies	8 35
Towing cars by contract	1,530 00
Total operating expenses	\$3,534 96

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$12,500 00
Cost of equipment	8,300 00
<i>Other permanent investments, as follows, viz.:</i>	
Real estate	2,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	1,436 65
	\$19,236 65
LIABILITIES.	
Capital stock	\$15,000 00
Profit and loss (surplus).....	4,236 65
	\$19,236 65

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	
Single track, main line, from Mohawk to Dion.....	7.5

* Last year's report shows this \$4,416.55.

MOHAWK AND ILION.

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Weight of rail per yard.....	30 lbs.
Gauge of track.....	4 ft. 8 $\frac{1}{4}$ in.
Number of box cars.....	3
Open cars.....	1
Schedule time making trip one way.....	12 min.
Cars are run.....	Every hour from 6.10 A. M. to 9.15 P. M.
Rate of fare per passenger.....	5 cts., or 12 tickets for 50c.
Number of passengers carried in cars during year.....	136,288

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
Secretary.....		\$150 00
Treasurer.....		150 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductor	15	\$2 00

Officers of the Company.

Name.	Title.	Official Address.
J. B. RAFTER.....	President.....	Mohawk, N. Y.
H. D. ALEXANDER.....	Secretary.....	Mohawk, N. Y.
R. M. DEVENDORF.....	Treasurer.....	Mohawk, N. Y.

Directors of the Company.

Name.	Residence.
J. B. RAFTER.....	Mohawk, N. Y.
C. W. CARPENTER.....	Ilion N. Y.
L. L. WELL.....	Mohawk, N. Y.
H. D. ALEXANDER.....	Mohawk, N. Y.
R. M. DEVENDORF.....	Mohawk, N. Y.
JACOB DEVENDORF.....	Mohawk, N. Y.
O. W. BRONSON.....	Mohawk, N. Y.

Title of company, Mohawk and Ilion Horse Railroad Company.
General offices at Mohawk, N. Y.
Date of close of fiscal year, May 31.
Date of stockholders' annual meeting, first Tuesday in June.
For information concerning this report, address J. B. Rafter, President.

MOUNT VERNON AND EAST CHESTER.

(Date of charter, November 14, 1887.)

Purchased by present company under statutes governing sale and purchase, and reorganization of railroad sold under foreclosure.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	600	\$60,000	.....
Issued for actual cash.....	200	\$20,000	\$20,000
Issued on account of construction.....	400	40,000	.....
Total now outstanding.....	600	\$60,000	\$20,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage.....	August, 1910	p.c. 6	Aug. and Feb.	\$75 00	\$30.00

Cost of Road and Equipment.

Road..

Total cost as last reported..... \$35,000 00

EQUIPMENT.

Horses \$387 50
 Wagons, trucks, snow-plows, sleighs..... 189 40
 Total reported up to June 30, 1899..... 50,000 00

Total cost of equipment..... 50,777 90
 Grand total cost of road and equipment..... \$135,777 90

Income Account for Year Ending June 30, 1893.

Gross earnings from operation \$16,161 30
 Less operating expenses (excluding all taxes) 14,125 55
 Gross income from all sources..... \$1,975 75
Deductions from income, as follows, viz.:
 Taxes on property used in operation of road, on earnings and capital stock and all other taxes..... 721 05
 Surplus for year ending June 30, 1893..... \$1,254 69

Analysis of Gross Earnings and Operating Expenses.

From passengers..... \$16,161 30

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses \$571 35
 Repairs of cars and other vehicles 232 25
 Repairs of harness and stable equipment..... 135 35
 Horseshoeing..... 337 32
 Renewals of horses and mules 264 01
 Provender (including expense of grinding)..... 3,142 19
 Salaries of general officers and clerks..... 1,328 00
 Wages of conductors and motor men on cars propelled by mechanical traction, engineer, firemen and all others employed at power house, watchmen, starters, switchmen, roadmen, hostlers, etc..... 6,990 54
 Light and fuel, other than at power house..... 73 45
 Water tax 40 84
 Legal expenses 351 25
 Advertising, printing and office expenses 108 00
 Insurance..... 120 62
 Removal of snow and ice..... 8 10
 Contingencies..... 24 17
 Total operating expenses..... \$14,125 55

Officers of the Company.

Name.	Title.	Official Address.
CHARLES STRAUSS.....	President	New York city.
W. H. MARTENS.....	Secretary	Mt. Vernon, N. Y.
DAVID O'BRIEN.....	Treasurer	New York city.
JAMES H. SMALL.....	Superintendent	Mt. Vernon, N. Y.

MOUNT VERNON AND EAST CHESTER.

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Directors of the Company.

Name.	Residence.
CHARLES STRAUSS.....	New York city.
W. H. MARTENS.....	Mt. Vernon, N. Y.
DAVID O'BRIEN.....	New York city.
JAMES H. SMALL.....	Mt. Vernon, N. Y.
JOHN P. O'BRIEN.....	New York city.
ISAAC KAUFMAN.....	New York city.
JOHN J. WALSH.....	New York city.

Title of company, Mt. Vernon and East Chester Railway Company.

General offices at 237 Broadway, New York city.

Date of close of fiscal year, June 30.

For information concerning this report address Charles Strauss, President.

NEWBURGH.

(Date of charter, January 13, 1886.)

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	400	\$40,000	\$40,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
*First mortgage bonds	Feb. 1, 1917	p.c. 6	Feb. 1, Aug. 1	\$100,000
+Second mortgage bonds.....	March 1, 1901	4	Mar. 1, Sept. 1	50,000

Cost of Road and Equipment.

Cost of road and equipment up to September 30, 1887; constructed and furnished under contract, and paid for by the issue of \$40,000 stock and \$40,000 first mortgage bonds	\$80,000 00
Cost of additional road and equipment up to September 30, 1888, including two miles of road and new stable, constructed and furnished under contract and paid for by issue of additional first mortgage bonds.....	60,000 00
Cost of additional road and equipment for year ending September 30, 1889, including fifty feet of track, twelve additional horses, payment of principal and interest of mortgage of \$10,000 on stable property which existed at time of purchase and payment of various items not provided for in contract, all paid for in cash.....	24,402 08
One horse purchased in year ending June 30, 1890	150 00
Two open cars purchased in year ending June 30, 1891.....	1,000 00
Total cost of road and equipment.....	\$165,552 08

* Issued for construction and equipment. + Issued for floating indebtedness of the company.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$24,476 82
Less operating expenses (excluding all taxes).....		23,679 27
Gross income from all sources		\$797 55
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$880 45	
Interest on funded debt due and accrued	6,000 00	
Interest and discount.....	47 86	
		6,428 31
Deficit for year ending June 30, 1892		\$5,680 76

General Income Account.

Deficit for year ending June 30, 1892	\$5,680 76
Deficit up to June 30, 1891	27,924 57
Total deficit June 30, 1892	\$33,615 33

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$24,186 30
Advertising.....	290 52
Total gross earnings	\$24,476 82

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$464 57
Repairs of buildings and fixtures	63 74
Repairs of cars and other vehicles.....	894 63
Repairs of harness and stable equipment.	376 29
Horseshoeing	846 53
Renewals of horses and mules	314 55
Provender (including expense of grinding).....	7,756 19
Salaries of general officers and clerks.....	1,886 10
Wages of conductors and drivers.....	5,885 12
Wages of wat hmen, starters, switchmen, roadmen, hostlers, etc.....	3,781 60
Light and fuel.....	233 15
Water tax	117 60
Damages to persons and property	250 25
Advertising, printing and office expenses....	251 27
Insurance.....	401 35
Removal of snow and ice.....	114 70
Total operating expenses.....	\$23,679 27

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment	\$165,532 02
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$169 91
Supplies on hand	271 10
Sundries, taxes and assessments	141 34
Profit and loss (deficiency).....	23,615 33
	\$199,640 76

LIABILITIES.

Capital stock.....	\$40,000 00
Funded debt.....	150,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt	5,500 00
Bills payable	77 00
Open accounts.....	3,500 00
	\$199,577 00

NEWBURGH.

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Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line		3.90
Single track, branch.....		.91
Total length of all tracks and sidings owned		4.81
Weight of rail per yard.....	30 lbs.	
Gauge of track.....	4 ft. 8 $\frac{1}{4}$ in.	
Number of box cars.....	11	
Open cars.....	3	
Horses and mules.....	41	
Schedule time making trip one way.....	35 minutes.	
Cars are run.....	8 $\frac{3}{4}$ minutes.	
Rate of fare per passenger.....	5 cents.	
Number of passengers carried in cars during year.....	483,766	
Average number of employees (including officials) during year.....	30	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President, vice-president, secretary and treasurer and bookkeeper.....		\$400 00
Clerk		360 00
Superintendent.....		1,300 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 50
Drivers.....	12	1 60
Watchmen	12	1 50
Hostlers	12	1 50
Blacksmith	12	1 87 5-7
Tow boys	12	75

ACCIDENTS.

	Injured.
Passengers	1
Others, not employees.....	1
Total	2

Officers of the Company.

Name.	Title.	Official Address.
M. H. HIRSHBERG.....	President	Newburgh, N. Y.
WM. MOORE	Secretary and Treasurer	New York city.
WM. P. RAYLAND.....	Superintendent.....	Newburgh, N. Y.

Directors of the Company.

Name.	Residence.
M. H. HIRSHBERG	Newburgh, N. Y.
JOHN C. ADAMS.....	Newburgh, N. Y.
ANTONIO RASINES.....	New York city.
CHAS. W. DAYTON.....	New York city.
JOHN S. McWILLIAMS.....	New York city.
JOHN A. MASON.....	New York city.
WILLIAM MOORES.....	New York city.

Title of company, Newburgh Street Railway Company.
 General offices at Newburgh, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Tuesday in February.
 For information concerning this report, address Wm. Moores, Secretary, 7 Broadway, New York city.

NEW ROCHELLE.

(Date of charter, September 12, 1890.)

The New Rochelle Railway and Transit Company is the reorganized company resulting from the sale under foreclosure of the former New Rochelle and Pelham Railway Company.

The sale took place June 25, 1890, and the reorganization was under the act regulating that subject passed May 6, 1884.

No report filed for year ending June 30, 1892. For last report made by company see Report of 1891, vol. II., p. 830.—*Railroad Commissioners.*

NEW YORK AND HARLEM.

(Date of charter, April 23, 1831.)

The New York and Harlem railroad extends from the post-office in New York city to Chatham, N. Y., a distance of 129.96 miles.

April 1, 1873, the steam portion of the road was leased to the New York Central and Hudson River Railroad Company for 401 years, and that company will include in its report the characteristics and operations of the steam road.

Under this lease the New York Central and Hudson River Railroad Company pay an 8 per cent dividend on stock, and also the interest on the funded debt, as the rent to be paid by the terms of said lease.

The statements herein contained are those pertaining to the operation of the city road.

Under head of "cost of road and equipment" the cost of the entire line is shown, consisting of its steam and city roads.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	20 ,000	\$10,000,000	\$10,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
Consolidated mortgage	1900	p.c. 7	May & Nov.	\$12,000,000	\$12,000,000
Consolidated mortgage sinking fund.	1893	6	Feb. & Aug.	5,000	5,000
Total				\$12,005,000	\$12,005,000

NEW YORK AND HARLEM.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Buildings and fixtures.....	\$52,700 80	.....
Total cost of road.....	\$52,700 80	\$22,100,587 02
EQUIPMENT		
Horses.....	\$3,285 00	\$224,300 00
Locomotives.....	.....	314,000 00
Cars.....	.....	879,985 00
Harness, stable equipment.....	173 12	82,095 09
Total cost of equipment.....	\$4,058 12	\$1,800,380 09
Grand total cost of road and equipment.....	\$56,758 92	\$23,600,967 11

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Additions to stables Eighty-sixth street and Madison avenue \$52,700 80

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$1,054,168 13
Less operating expenses (excluding all taxes).....		705,033 39
Net earnings from operation.....		\$586,114 74
<i>Income from other sources, as follows, viz.:</i>		
Rents.....	\$275 00	
Interest.....	49,622 59	
Miscellaneous.....	409 11	
		50,306 70
Gross income from all sources.....		\$386,421 44
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$17,595 05	
Taxes on earnings and capital stock.....	16,269 77	
		33,864 82
Net income from all sources.....		\$302,556 62
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 2½ per cent on capital stock.....		250,000 00
Surplus for year ending June 30, 1892.....		\$52,156 62

General Income Account.

Surplus for year ending June 30, 1892.....	\$52,156 62
Surplus up to June 30, 1891.....	2,746,557 16
Total surplus June 30, 1892.....	\$2,799,114 18

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$1,054,168 13
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$41,410 36
Repairs of buildings and fixtures.....	6,159 24
Repairs of cars and other vehicles.....	49,179 21
Repairs of harness and stable equipment.....	8,439 47
Horseshoeing.....	20,446 00
Renewals of horses.....	33,946 50
Provender (including expense of grinding).....	156,444 89
Salaries of general officers and clerks.....	24,315 16
Wages of conductors and drivers.....	239,918 87
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	135,140 74
Light and fuel.....	3,331 78
Water tax.....	4,236 40
Damages to persons and property.....	24,142 20
Legal expenses.....	9,658 44
Advertising, printing and office expenses.....	1,606 59
Insurance.....	9,179 38
Rents and use of other roads.....	410 00
Contingencies.....	1,097 68
Total operating expenses.....	<u>\$768,063 39</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$32,100,567 08
Cost of equipment.....	1,500,280 08
Other permanent investments, as follows, viz.:	
Long Island Land Fertilizer Company.....	6,000 00
Current assets, as follows:	
Cash on hand.....	\$15,214 75
Bills receivable.....	737 89
Open accounts.....	1,153,352 58
Supplies on hand.....	79,614 81
	<u>1,250,920 03</u>
	<u>\$34,857,587 14</u>

LIABILITIES.

Capital stock.....	\$10,000,000 00
Funded debt.....	12,005,008 00
Current liabilities, as follows, viz.:	
Dividends and interest unpaid.....	\$2,028 76
Bills payable.....	41,474 20
Open accounts.....	10,270 00
	<u>53,772 96</u>
Profit and loss (surplus).....	2,799,114 18
	<u>\$34,857,587 14</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from post-office to Mott Haven.....	7.5
Single track, branch, from Thirty-second street and fourth avenue to Thirty-fourth street ferry.....	.75
Single track, branch, from Madison avenue and Eighty-sixth street to Second avenue and Eighty-sixth street.....	.33
Total length of single track on main line and branches.....	<u>8.58</u>
Second track on main line and branches.....	8.58
Sidings on main line and branches.....	.59
Total length of all tracks and sidings owned.....	<u>17.75</u>
Weight of rail per yard.....	60 to 75 lb.
Gauge of track.....	4 ft. 8 1/2 in.
Number of box cars.....	1
Horses.....	1
Schedule time making trip one way.....	1 hr. 23 min.
Cars are run.....	Every one to 20 min.
Rate of fare per passenger.....	5 cts.
Number of passengers carried in cars during year.....	21,067
Average number of employees (including officials) during year.....	7

NEW YORK AND HARLEM.

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Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10	\$2 00
Drivers.....	10	2 00
Starters.....	10	2 00
Watchmen.....	12	1 90
Switchmen.....	12	1 50
Roadmen.....	10	\$1 60 to 2 00
Hostlers.....	10 1/4	1 75
Blacksmiths.....	10	2 50

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	2	.....	2
Employees.....	2	.....	2
Others.....	2	4	6
Total.....	6	4	10

Officers of the Company.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT.....	President.....	New York city.
CHARLES C. CLARKE.....	Vice-President.....	New York city.
EDWARD V. W. ROSSITER.....	Secretary and Treasurer.....	New York city.
ALFRED SKITT.....	Superintendent.....	New York city.

Directors of the Company.

Name.	Residence.
CORNELIUS VANDERBILT.....	New York city.
WILLIAM VANDERBILT.....	New York city.
FREDERICK W. VANDERBILT.....	New York city.
SAMUEL F. BARGER.....	New York city.
CHAUNCEY M. DEFEW.....	New York city.
CHARLES C. CLARKE.....	Sing Sing, N. Y.
JOHN B. DUTCHER.....	Pawling, N. Y.
JOHN E. BURRILL.....	New York city.
FRANCIS P. FREEMAN.....	New York city.
SAMUEL D. BABCOCK.....	New York city.
ALFRED VAN SANTVOORD.....	New York city.
ROBERT SCHELL.....	New York city.
W. H. ROBERTSON.....	Katonah, N. Y.

Title of company, New York and Harlem Railroad Company.

General offices at Grand Central Depot, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in May.

For information concerning this report, address E. V. W. Rossiter, Secretary and Treasurer.

NIAGARA FALLS AND SUSPENSION BRIDGE.

(Date of charter, October 20, 1882.)

The articles of association (in accordance with the provisions of an act of the Legislature of the State of New York, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," being chapter 140 of the Laws of 1880, and acts amendatory thereof and supplementary thereto), dated September 26, 1882, were signed by thirty-nine (39) stockholders, representing 792 shares, at \$25 each. October 19, 1882, the first regular meeting of the stockholders was called, and the following directors were elected: Jacob F. Schoellkopf, Buffalo, N. Y.; George B. Mathews, Buffalo, N. Y.; Arthur Schoellkopf, Niagara Falls, N. Y.; Daniel J. Townsend, Niagara Falls, N. Y.; Benjamin Flagler, Suspension Bridge, N. Y.; James Vedder, Suspension Bridge, N. Y.; Eli S. Nichols, Suspension Bridge, N. Y.; Conrad Fink, Suspension Bridge, N. Y.; Alva Cluck, Niagara Falls, N. Y.; Charles B. Gaskill, Niagara Falls, N. Y.; Benjamin Rhodes, Niagara Falls, N. Y.; William F. Evans, Niagara Falls, N. Y.; Peter A. Porter, Niagara Falls, N. Y. October 20, 1882, an affidavit was made according to and by virtue of said articles of association, that \$1,000 for every mile, to wit: two and one-half miles proposed to be made, has been and is subscribed, and ten per cent paid to the directors.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	10,000	\$250,000 00	.....
Issued for actual cash	1,475½	\$36,887 50	\$36,887 50
Issued on account of construction	1,148½	28,712 50	.....
Total now outstanding.....	2,624	\$65,600 00	\$36,887 50

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding
		Rate.	When payable.	
First mortgage bonds	July 1, 1911	p c 6	Jan. 1 & July 1	\$54,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$75,397 53	\$94,873 29
Real estate .....	.....	1,600 00
Buildings and fixtures.....	.....	8,072 10
Total cost of road.....	\$75,397 53	\$106,545 39
EQUIPMENT.		
Horses	\$1,235 00	\$7,045
Harness	6 50	56
Cars .....	.....	8,206
Wagons, trucks, snow-plows, sleighs	\$25 00	324
Total cost of equipment	\$1,215 50	\$16,331
Grand total cost of road and equipment	\$76,613 03	\$124,776

* Decrease.

NIAGARA FALLS AND SUSPENSION BRIDGE.

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DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Constructed two and one-half miles single track with turnouts, sixty-lb. girder rail, mostly stone ballast.....	\$75,397 58
Horses bought.....	\$1,485 00
Horses sold.....	200 00
	<u>1,285 00</u>
Harness bought	5 50
Total	<u>\$76,688 08</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$25,518 99
Less operating expenses (-excluding all taxes).....	<u>16,494 66</u>
Net earnings from operation.....	\$9,024 33

Income from all sources, as follows, viz.:

Interest.....	27 67
Gross income from all sources	<u>\$9,052 00</u>

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$724 21
Taxes on earnings and capital stock	484 65
Interest on funded debt due and accrued	<u>3,240 00</u>
	<u>4,448 86</u>

Net income from all sources.....	<u>\$4,603 14</u>
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Payments from net income, as follows, viz.:

Dividends declared, 8 2-10 per cent on capital stock.....	<u>5,384 00</u>
Deficit for year ending June 30, 1892	<u>\$780 86</u>

General Income Account.

Deficit for year ending June 30, 1892	\$780 86
Surplus up to June 30, 1891.....	<u>4,730 09</u>
Total surplus June 30, 1892	<u>\$8,989 28</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$25,518 99</u>
-----------------------	--------------------

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$423 44
Repairs of all buildings and fixtures.....	27 83
Repairs of cars and other vehicles.....	615 56
Repairs of harness and stable equipment	170 94
Horseshoeling	560 00
Provender (including expense of grinding)	4,957 30
Salaries of general officers and clerks.....	1,043 84
Wages of conductors and drivers.....	8,898 49
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	8,006 76
Light and fuel	129 80
Water tax.....	143 50
Damages to persons and property.....	6 00
Legal expenses.....	106 00
Advertising, printing and office expenses.....	615 95
Insurance.....	721 10
Removal of snow and ice.....	58 75
Bank interest.....	11 40
Total operating expenses.....	<u>\$16,494 66</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$108,547 39
Cost of equipment.....	<u>16,231 86</u>
Current assets, as follows, viz.:	
Cash on hand.....	380 48
	<u>\$125,159 28</u>

LIABILITIES.

Capital stock	\$65,600 00
Funded debt	54,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued	1,680 00
Profit and loss (surplus)	3,989 33
	<hr/>
	\$125,159 23

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles
Single track, main line, from Falls street to Lewiston avenue		1.90
Single track, branch, from Falls street to Sugar street		2.35
Total length of single track on main line and branches		4.24
Sidings on main line and branches .....		.76
Total length of all tracks and sidings owned		5
Weight of rail per yard		33 and 60 lbs
Gauge of track		4 ft 8 1/4 in.
Number of box cars		6
Open cars		8
Horses and mules		46
Schedule time making trip one way		12 minutes.
Cars are run		Every 12 mins.
Rate of fare per passenger		5 cents
Limited time ticket		2 1/2 cents
Number of passengers carried in cars during year		222,519
Average number of employes (including officials), during year		17

Salaries, Wages, Etc., of Officers and Employees.

	OFFICERS AND CLERKS.	Annual salary.
General officers		\$900 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 50
Drivers	12	1 33 1/4
Watchmen	12	1 33 1/4
Hostlers	12	1 33 1/4

Officers of the Company.

Name.	Title.	Official Address.
CHAS. B. GASKILL	President.	Niagara Falls, N. Y.
CHAS. B. HILL	Secretary and Treasurer	Buffalo, N. Y.
JOHN C. BREWSTER	Superintendent.	Niagara Falls, N. Y.

Directors of the Company.

Name.	Residence
CHARLES B. GASKILL	Niagara Falls, N. Y.
ALEX. J. PORTER	Niagara Falls, N. Y.
EUGENE CARY	Niagara Falls, N. Y.
WM. B. RANKIN	New York city.
CHAS. A. SWEET	Buffalo, N. Y.
HASCAL L. TAYLOR	Buffalo, N. Y.
JOHN SATTERFIELD	Buffalo, N. Y.
CHAS. G. CURTIS	Buffalo, N. Y.
WM. H. JOHNSON	Buffalo, N. Y.
ADELBERT MOOR	Buffalo, N. Y.
GEO. L. LEWIS	Buffalo, N. Y.
D. BRADLEY SWEET	Buffalo, N. Y.
CHAS. B. HILL	Buffalo, N. Y.

NIAGARA FALLS AND SUSPENSION BRIDGE.

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Title of company, The Niagara Falls and Suspension Bridge Railway Company.
General offices at Niagara Falls, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Tuesday in September.
For information concerning this report, address J. C. Brewster, Superintendent.

NINTH AVENUE (New York City).

(Date of charter, July 23, 1859.)

Road built by an association and transferred to the Ninth Avenue Railroad Company.
It leases no roads or tracks and has no consolidation with any other road.
The road was leased to the Houston Street and Pavonia Ferry Railroad Company on April 12, 1892, lease taking effect April 20, 1892.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	8,000	\$800,000 00	.....
Issued for actual cash	1,895	\$189,500 00	\$181,743 50
Issued for road, equipment and real estate	6,105	610,500 00	.....
Total now outstanding	8,000	\$800,000 00	\$181,743 50

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails	\$1,776 35	\$180,440 95
Real estate	516 85	9,789 48
Total cost of road	\$2,293 20	\$190,230 43
EQUIPMENT.		
Horses .....	.....	\$39,200 00
Cars	\$7,800 00	72,040 57
Total cost of equipment	\$7,800 00	\$161,240 57
Grand total cost of road and equipment	\$10,093 20	\$351,471 00

DETAILS OF ADDITIONS OR BETTERMENTS.

Betterments to roadbed, etc., for materials and labor in making new switches, etc.	\$1,776 35
Betterments to real estate, for assessments paving streets	516 85
Betterments to cars, etc., for increase of twelve box cars	7,800 00
Total	\$10,093 20

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$250,392 80
Less operating expenses (excluding all taxes)	226,507 75
Net earnings from operations	\$23,885 05
Income from other sources, as follows, viz.:	
Interest and rents	4,891 55
Rent of road to July 1, 1892	9,333 23
Gross income from all sources	\$38,109 93

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$1,787 06	
Taxes on earnings and capital stock	9,797 14	
*Rent of stables	11,250 00	
		\$22,834 20

Net income from all sources..... \$15,305 73

Payments from net income, as follow, viz.:

Dividends declared, 1¼ per cent on capital stock..... 11,427 00

Surplus for year ending June 30, 1892..... \$3,878 73

General Income Account.

Surplus for year ending June 30, 1892.....		\$3,878 73
Deficit up to June 30, 1891.....	\$404,770 89	
Adjustment of capital.....	7,766 50	
		412,537 39
		\$408,648 63
Dividend on stock		665 00
Total deficit for year ending June 30, 1892.....		\$407,983 66

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers..... \$250,392 80

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$4,078 79
Repairs of buildings and fixtures	958 65
Repairs of cars (not motors) and other vehicles	7,304 69
Repairs of harness and stable equipment.....	1,645 02
Horseshoeing.....	6,666 05
Renewals of horses and mules	8,263 00
Provender (including expense of grinding)	60,184 67
Salaries of general officers and clerks.....	4,808 94
Wages of conductors and drivers.....	87,820 28
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	81,525 06
Light and fuel	8,363 82
Water tax	745 16
Damages to persons and property	2,921 75
Legal expenses	1,330 51
Advertising, printing and office expenses	339 02
Insurance.....	794 47
Removal of snow and ice, car licenses	1,026 67
Contingencies.....	1,809 30
Total operating expenses.....	\$226,507 75

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road	\$190,230 43
Cost of equipment.....	161,240 57

Other permanent investments, as follows, viz.:

Stock of other companies..... 700 00

Current assets, as follows, viz.:

Cash on hand.....	\$15,301 83
Loans.....	21,000 00
Supplies on hand	8,543 53
	39,845 34
Profit and loss (deficiency).....	407,983 66
	\$800,000 00

LIABILITIES.

Capital stock..... \$800,000 00

* This is an operating expense rather than a "fixed charge."—R. R. Commissioners.

NINTH AVENUE.

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Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Fulton street to One Hundred and Twenty-fifth street.....		8
Second track on main line.....		8
Total length of all tracks owned		16
Weight of rail per yard.....	45 and 46 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars	68	
Open cars	88	
Horses and mules.....	604	
Schedule time making trip one way.....	1 hour 20 min.	
Cars are run	Every 8 min.	
Rate of fare per passenger	5 cents.	
Number of passengers carried in cars during year.....	5,007,856	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$1,175 00
Clerks		3,639 94

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$1 75
Drivers.....	10	2 00
Starters	9	2 15
Watchmen	10	1 75
Switchmen	10	1 75
Roadmen.....	10	2 00
Hostlers.....	10	1 75
Harness makers.....	10	2 25
Painters.....	10	2 12

NUMBER OF ACCIDENTS.

	Injured.
Passengers	5

Officers of the Company.

Name.	Title.	Official Address.
GEORGE LAW.....	President.....	New York city.
JACOB HAYES.....	Vice-President.....	New York city.
J. GELSTON AFFLECK.....	Secretary and Treasurer	New York city.
JAMES AFFLECK.....	Asst. Treas. and Asst. Secretary	New York city.
L. P. FOULK	Superintendent to April 20, 1892.....	New York city.

Directors of the Company.

Name.	Residence.
GEORGE LAW	New York city.
JACOB HAYES.....	New York city.
E. ST. JOHN HAYES	New York city.
OTIS W. RANDALL.....	New York city.
JOSEPH H. GODWIN.....	New York city.
JOSEPH J. O'DONOHUE.....	New York city.
PAUL A. SPOFFORD.....	New York city.
WILLIAM RAVESTYN.....	Brooklyn, N. Y.
FRANK JENKINS.....	Brooklyn, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
G. GRANVILLE WRIGHT.....	Cambridge, N. Y.
JAMES AFFLECK	Yonkers, N. Y.
J. GELSTON AFFLECK.....	Yonkers, N. Y.

Title of company, Ninth Avenue Railroad Company.

General offices at 259 Fifth avenue, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Monday in January.

For information concerning this report, address J. Gelston Affleck, Secretary.

NORTH AND EAST GREENBUSH.

(Date of charter, May 10, 1873.)

No report filed for year ending June 30, 1892. Road was, so far as it was operated at all during the year, operated by the Albany Railway. Unverified statement left with the board for 1892. Road has since been abandoned and track wholly or partly taken up.—R. R. Commissioners

OGDENSBURG.

(Date of charter, December 22, 1885.)

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	700	\$70,000	.....
Issued for actual cash	275	\$27,500	\$27,500
Issued on account of construction.....	10	1,000	1,000
Total now outstanding	285	\$28,500	\$28,500

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails		\$17,479 64
Real estate		900 00
Buildings and fixtures.....		125 17
Total cost of road		\$18,505 81
	EQUIPMENT.	
Horses.....		\$3,022 50
Harness		412 85
Cars		5,166 24
Wages, trucks, snow-plows, sleighs		1,506 36
Total cost of equipment.....		\$10,179 55
Grand total cost of road and equipment		\$28,685 36

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$6,014 29
Less operating expenses (excluding all taxes).....	6,378 53
Net loss from operation	\$364 24
<i>Income from other sources, as follows, viz.:</i>	
Receipts from stage.....	541 99
Gross income from all sources	\$177 75
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$53 65
Taxes on earnings and capital stock	41 72
Taxes other than above	22 00
	117 37
Surplus for year ending June 30, 1892	\$60 38

General Income Account.

Surplus for year ending June 30, 1892.....	\$60 28
Surplus up to June 30, 1891.....	818 72
Total surplus June 30, 1892.....	<u>\$879 10</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	<u>\$6,014 29</u>

OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses.....	\$355 39
Repairs of buildings and fixtures	24 63
Repairs of cars and other vehicles	241 40
Repairs of harness and stable equipment	96 80
Horseshoeing.....	200 87
Renewals of horses and mules	180 00
Provender (including expense of grinding).....	2,083 18
Salaries of general officers and clerks.....	50 00
Wages of conductors and drivers, estimated	1,787 64
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc., estimated.....	873 68
Light and fuel	45 23
Water tax	20 00
Advertising, printing and office expenses	10 25
Insurance.....	815 00
Removal of snow and ice.....	2 25
Contingencies	62 08
Total operating expenses.....	<u>\$6,878 53</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$18,505 81
Cost of equipment.....	10,179 55
<i>Current assets, as follows, viz.:</i>	
Cash on hand	198 74
	<u>\$28,879 10</u>

LIABILITIES.	
Capital stock	\$28,500 00
Profit and loss (surplus).....	379 10
	<u>\$28,879 10</u>

Characteristics of Road, Equipment, Etc.	Miles.
Total length of all tracks and sidings owned	<u>4.60</u>

Weight of rail per yard.....	20 to 25 lbs.
Gauge of track.....	4 ft. 8 1/4 in.
Box cars.....	3
Sleighs	5
Open cars.....	2
Horses and mules.....	30
Schedule time making trip one way.....	80 minutes.
Cars are run.....	Half-hourly.
Rate of fare per passenger	5c., or 6 for 25c.; children under 8 years, 3c.
Number of passengers carried in cars during year	About 120,000
Average number of employes (including officials) during year.....	7

Salaries, Wages, Etc., of Officers and Employes.

CLERK.	
Clerk	<u>\$50 00</u>

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	10 to 12	\$1 21 and \$1 48
Hostlers.....		1 00 and 1 48

ACCIDENTS.

Passengers Injured. 1

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
W. H. DANIELS.....	President.....	Ogdensburg, N. Y.
EDGAR A. NEWELL.....	Secretary.....	Ogdensburg, N. Y.
A. E. SMITH.....	Treasurer.....	Ogdensburg, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
W. H. DANIELS.....	Ogdensburg, N. Y.
W. L. PROCTOR.....	Ogdensburg, N. Y.
H. B. HOWARD.....	Ogdensburg, N. Y.
E. A. NEWELL.....	Ogdensburg, N. Y.
L. H. PALMER.....	Ogdensburg, N. Y.
R. E. WATERMAN.....	Ogdensburg, N. Y.
JOHN M. KELLOGG.....	Ogdensburg, N. Y.

Title of company, Ogdensburg Street Railway Company.
 General offices at Ogdensburg, N. Y.
 Date of close of fiscal year, June 30.
 For information concerning this report, address A. E. Smith, Treasurer.

OLEAN.

(Date of charter, March 1, 1880.)

Organized in April, 1880, and charter dated March 1, 1880, under the General Railroad Law.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	160	\$16,000	.....
Issued for actual cash and now outstanding....	100	10,000	\$10,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$6,858 86	\$15,174 34
Electric appliances pertaining to road and superstructure.....	25 44	25 44
Right of way.....	20 20	20 20
Real estate.....	.....	1,600 00
Buildings and fixtures.....	.....	1,046 24
Interest and discount charged to construction.....	255 06	255 06
Total cost of road.....	\$6,659 56	\$18,121 18
EQUIPMENT.		
Horses.....	\$355 00	\$1,715 00
Harness.....	.....	332 9
Cars.....	314 70	2,265 65
Wagons, trucks, snow-plows and sleighs.....	.....	694 67
Total cost of equipment.....	\$669 70	\$5,128 63
Grand total cost of road and equipment.....	\$7,329 26	\$23,249 81

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Constructing 1.06 miles new track.....	\$6,358 88
Bonding joints	25 44
Right of way	20 20
Interest and exchange.....	236 08
Three horses	355 00
One new car	314 70
Total.....	<u>\$7,329 26</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operations.....	\$9,614 80
Less operating expenses (excluding all taxes).....	6,952 55
Net earnings from operation	<u>\$2,661 71</u>
Income from other sources.....	3 52
Net income from all sources	<u>\$2,665 27</u>

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$207 87
Taxes on earnings and capital stock	57 99
Taxes other than above	8 29
Interest and exchange.....	77 88
	<u>352 08</u>
Surplus for year ending June 20, 1892.....	<u>\$2,313 24</u>

General Income Account.

Surplus for year ending June 30, 1892.....	\$2,313 24
Surplus up to June 30, 1891	9,000 47
	<u>\$11,313 71</u>
Less difference in supply account that was carried directly to profit and loss	136 56
Total surplus June 30, 1892	<u>\$11,187 15</u>

Analysis of Gross Earnings and Operating Expenses.

From passengers	\$7,038 60
Baggage and express.....	2,575 61
Total gross earnings.....	<u>\$9,614 30</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$46 73
Repairs of cars and other vehicles	165 73
Repairs of harness and stable equipment	99 51
Horseshoeing.....	176 66
Renewal of horses and mules	162 10
Provender (including expense of grinding)	1,027 22
Salaries of general officers and clerks	1,080 00
Wages of conductors and drivers on horse cars.....	2,190 05
Wages of conductors and motor men on cars propelled by mechanical traction ..	104 60
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	1,247 65
Light and fuel, other than at power house	77 22
Water tax.....	36 00
Legal expenses	175 40
Advertising, printing and office expenses	163 95
Insurance	56 32
Removal of snow and ice	19 88
Contingencies	192 23
Total operating expenses	<u>\$6,952 55</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$18,121 18
Cost of equipment	5,128 63
Current assets, as follows, viz.:	
Cash on hand.....	1,724 35
Open accounts	1,775 89
Supplies on hand.....	1,140 87
	<u>\$37,900 92</u>

LIABILITIES.

Capital stock	\$10,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	5,058 00
Open accounts	1,654 17
Profit and loss (surplus)	11,188 15
	<u>\$27,900 92</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Erie railroad, South street, to First street, to Fourteenth street	2.44
Sidings on main line .....	.09
Total length of all tracks and sidings owned	<u>2.53</u>

Weight of rail per yard	25 and 50 lbs.
Gauge of track	3 ft. 6 in. and 4 ft. 8½ in.
Numbers of box cars	4
Horses and mules	12
Schedule time making trip one way	15 min.
Cars are run	Every 30 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	140,774
Average number of employees (including officials) during year	8

Salaries, Wages, Etc., of Officers and Employees.

OFFICER.	Annual salary.
Superintendent	\$1,000 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	10	\$1 50
Baggage and express	12	1 67½
Roadmen	10	1 33½
Hostlers	10	1 33½

Officers of the Company.

Name.	Title.	Official Address.
JOHN FOBES	President and Superintendent	Olean, N. Y.
G. H. STRONG	Secretary and Treasurer	Olean, N. Y.

Directors of the Company.

Name.	Residence.
THOMAS GILLIGAN	Olean, N. Y.
WM. M. IRISH	Olean, N. Y.
G. H. STRONG	Olean, N. Y.
M. W. BARSE	Olean, N. Y.
JOHN FOBES	Olean, N. Y.
H. C. MORRIS	Olean, N. Y.
C. S. CAREY	Olean, N. Y.

Title of company, Olean Street Railway Company.

General offices at Olean, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address Olean Street Railway Company.

ONEIDA.

(Date of charter, May 14, 1885.)

This company was organized under chapter 252, Laws of 1884, and commenced operation July 4, 1885.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	300	\$15,000	\$15,500

FUNDED DEBT.

DESIGNATION OF LIEN	Rate of interest.	Amount outstand- ing.	Cash realized on amount outstand- ing.
Notes.....	<i>Per cent.</i> 6	\$1,725	\$1,725

Cost of Road and Equipment.

ROAD.

	Total cost up to June 30, 1892.
Roadbed, superstructure and rails	\$11,929 02

EQUIPMENT.

Horses.....	\$1,445 00
Harness	119 49
Cars	8,441 34
Wag ons, trucks, snow-plows, sleighs.....	95 00
Total cost of equipment.....	\$5,100 83
Grand total cost of road and equipment	\$17,029 85

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$4,554 00
Less operating expenses (excluding all taxes).....	8,739 95
Net earnings from operation.....	\$314 05
<i>Income from other sources, as follows, viz.:</i>	
Advertising.....	10 00
Gross income from all sources	\$324 05
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$314 13
Interest on funded debt due and accrued	119 24
	333 37
Surplus for year ending June 30, 1892.....	\$490 68

REPORT OF THE RAILROAD COMMISSIONERS.

General Income Account.

Surplus for year ending June 30, 1892	\$490 68
Surplus up to June 30, 1891	1,477 89
Total surplus June 30, 1892	\$1,968 57

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$4,554 00
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OPERATING EXPENSES.

Repairs of roadbed and track	\$45 00
Repairs of buildings and fixtures	32 78
Repairs of cars and other vehicles	86 93
Repairs of harness and stable equipment	23 20
Horseshoeing	187 57
Provender (including expense of grinding)	705 64
Salaries of general officers and clerks	835 00
Wages of conductors and drivers	1,437 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	360 00
Light and fuel	55 70
Water tax	20 00
Advertising, printing and office expenses	12 65
Insurance	112 50
Removal of snow and ice	296 69
Contingencies	161 29
Total operating expenses	\$3,739 95

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road	\$11,928 08
Cost of equipment	5,100 88
Current assets, as follows, viz.:	
Cash on hand	164 72
	\$17,193 57

LIABILITIES.

Capital stock	\$13,500 00
Funded debt	1,725 00
Profit and loss (surplus)	1,768 57
	\$17,193 57

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from Oneida to West Shore railroad	1.5
Weight of rail per yard	47 lbs.
Gauge of track	4 ft. 8 $\frac{1}{2}$ in.
Number of box cars	3
Horses and mules	9
Schedule time making trip one way	15 minutes.
Cars are run	Every 30 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	103,116
Average number of employees (including officials) during year	6

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.

	Annual salary.
Secretary and treasurer	\$300 00
Superintendent	540 00

ONEIDA.

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OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per month.
Drivers.....	10	\$37 50
Hostlers.....	10	30 00

Officers of the Company.

Name.	Title.	Official Address.
W. E. NORTHRUP	President	Oneida, N. Y.
H. C. STONE	Secretary and Treasurer.....	Oneida, N. Y.
GEORGE LEGGETT.....	Superintendent	Oneida, N. Y.

Directors of the Company.

Name.	Residence.
JOHN J. HODGE.....	Oneida, N. Y.
SKYMOUR HARVEY	Oneida, N. Y.
D. H. WALRATH	Oneida, N. Y.
W. E. NORTHRUP	Oneida, N. Y.
H. S. KLOCK.....	Oneida, N. Y.
Mrs. W. A. STONE	Oneida, N. Y.
E. J. BROWN.....	Oneida, N. Y.
E. E. COON	Oneida, N. Y.
H. C. STONE	Oneida, N. Y.

Title of company, Oneida Railway Company.

General offices at Oneida, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in October.

For information concerning this report, address H. C. Stone, Secretary.

ONEIDA STREET (Utica).

(Date of charter, January 12, 1887.)

This company was organized under the Laws of the State of New York, and construction was commenced May 9, 1887, and the portion in use completed July 12, 1887.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	400	\$40,000	.....
Issued for actual cash.....	65	\$6,500	\$450
Issued on account of construction	318	31,800	.....
Issued	17	1,700	.....
Total now outstanding.....	400	\$40,000	\$650

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1888.
Roadbed, superstructure and rails	\$9,805 74
Real estate	1,512 00
Interest and discount charged to construction.....	26,353 43
Total cost of road	\$37,671 17

REPORT OF THE RAILROAD COMMISSIONERS.

EQUIPMENT.

Cars.....	\$2,328 88
Grand total cost of road and equipment	<u>\$40,000 00</u>

Income Account for the Year Ending June 30, 1892.

Gross earnings from operation.....	\$600 00
Less operating expenses (excluding all taxes).....	278 82
Gross income from all sources.....	<u>\$321 18</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	23 45
Surplus for year ending June 30, 1892.....	<u>\$297 73</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

"Leased" to Geo. Halght	<u>\$600 00</u>
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$190 90
Advertising, printing and office expenses.....	8 75
Insurance.....	20 72
<i>Contingencies :</i>	
Office rent.....	100 00
Taxes.....	23 45
Total operating expenses.....	<u>\$278 82</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$37,671 17
Cost of equipment.....	2,328 83
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	321 18
	<u>\$40,321 18</u>

LIABILITIES.

Capital stock	\$40,000 00
Profit and loss (surplus)	321 18
	<u>\$40,321 18</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line	1.5	
Sidings on main line.....	.07	
Total length of all tracks and sidings owned.....	<u>1.57</u>	
Weight of rail per yard		35 lbs.
Gauge of track.....	4 ft. 8 $\frac{1}{4}$ in.	
Number of box cars.....	2	
Open cars	1	
Horses and mules	2	
Schedule time making trip one way.....	30 minutes.	
Cars are run	Every 30 minutes.	
Rate of fare per passenger.....	5 cents.	

Officers of the Company.

Name.	Title.	Official Address.
HENRY NEY.....	President.....	Utica, N. Y.
FRANK J. CRONK.....	Secretary.....	Utica, N. Y.
W. C. WILLOOX.....	Treasurer.....	Utica, N. Y.
FRANK J. CRONK.....	Superintendent.....	Utica, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
HENRY NEY.....	Utica, N. Y.
WM. C. WILLOX.....	Utica, N. Y.
F. J. CRONE.....	Utica, N. Y.
T. J. GRIFFITH.....	Utica, N. Y.
HENRY M. NEY.....	Utica, N. Y.
DANIEL L. JONES, JR.....	Brooklyn, N. Y.
ISAAC D. REYNOLDS.....	Brooklyn, N. Y.

Title of company, Oneida Street Railroad Company.

General offices at 89 Genesee street, Utica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, January 12.

For information as to this report, address Henry Ney, President.

ONEONTA.

(Date of charter, November 28, 1887.)

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter, and now outstanding.....	200	\$20,000

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails.....		\$14,892 34
Real estate.....		1,000 00
Buildings and fixtures.....		12 15
Total cost of road.....		\$15,904 49
	EQUIPMENT.	
Horses.....		\$1,204 00
Harness.....		121 47
Cars.....		2,892 50
Wagons, trucks, snow-plows, sleighs.....		196 00
Total cost of equipment.....		\$4,418 97
Grand total cost of road and equipment.....		\$20,318 46

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$3,055 68
Less operating expenses (excluding all taxes).....	5,386 88
Net deficit from operation.....	\$2,331 21
<i>Income from other sources, as follows, viz.:</i>	
Carrying mail.....	\$162 50
Team work.....	374 16
Advertising.....	6 28
Obstructing track.....	3 50
Horses sold.....	195 00
	741 41
Gross deficit from all sources.....	\$1,609 80
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$47 39
Taxes on earnings and capital stock.....	52 05
Interest due and accrued.....	636 05
	735 49
Deficit for year ending June 30, 1892.....	\$2,345 29

General Income Account.

Deficit for year ending June 30, 1892	\$2,345 39
Deficit up to June 30, 1891	8,944 10
Total deficit June 30, 1892	<u>\$11,289 39</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$3,035 62</u>
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OPERATING EXPENSES.

Repairs of roadbed and track	\$63 88
Repairs of buildings and fixtures	11 67
Repairs of cars and other vehicles	75 47
Repairs of harness and stable equipment	34 77
Horseshoeing	112 23
Provender (including expense of grinding)	1,145 77
Salaries of general officers and clerks	2,380 00
Wages of conductors and drivers	1,308 37
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	129 48
Light and fuel	29 01
Water tax	11 00
Damages to persons and property	15 00
Legal expenses	50 00
Advertising, printing and office expenses	66 50
Insurance	34 37
Removal of snow and ice	34 09
Contingencies	75 22
Total operating expenses	<u>\$5,396 88</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$15,904 49
Cost of equipment	4,413 97
<i>Current assets, as follows, viz.:</i>	
Cash on hand	260 74
Bills payable	600 00
Profit and loss (deficiency)	11,369 39
	<u>\$32,468 59</u>

LIABILITIES.

Capital stock	\$30,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	2,040 00
Judgments	9,925 70
Interest accrued on judgments	502 89
	<u>\$32,468 59</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles
Single track, main line, from Glenwood cemetery to near Fonda avenue	<u>2.27</u>

Weight of rail per yard	85 and 33 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	3
Open cars	1
Schedule time making trip one way	30 minutes
Cars are run	Every 30 min.
Rate of fare per passenger	5 cents; 25 tickets for \$1; 6 for 25 cents; 140 for \$5
Average number of employees (including officials), during year	1

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

President	\$1,800 00
Superintendent, treasurer and secretary	430 00

ONEONTA.

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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Drivers	14	\$1 00
Roadmen	10	1 50
Hostlers	14	1 14 $\frac{1}{2}$

Officers of the Company.

Name.	Title.	Official Address.
GEORGE I. WILBER	President.....	Oneonta, N. Y.
T. D. TALLMADGE, Jr	Sec., Treas. and Superintendent.....	Oneonta, N. Y.

Directors of the Company.

Name.	Residence.
GEORGE I. WILBER.....	Oneonta, N. Y.
D. F. WILBER.....	Oneonta, N. Y.
T. A. NORTON.....	Oneonta, N. Y.
R. REYNOLDS.....	Oneonta, N. Y.
D. WHIPPLE.....	Oneonta, N. Y.
N. N. BULL.....	Oneonta, N. Y.
L. M. GOLDSMITH.....	Oneonta, N. Y.

Title of company, Oneonta Street Railway Company.

General office at Oneonta, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, Monday next preceding second Tuesday in January.

For information concerning this report, address T. D. Tallmadge, Jr., Secretary.

OSWEGO.

(Date of charter, May 7, 1885.)

The Oswego Street Railway Company was organized in April, 1885, under the act passed May 6, 1884, entitled "An act to provide for the construction, extension, maintenance and operation of street surface railroads and branches thereof in cities, towns and villages," with a capital stock of \$20,000, in shares of \$50 each. The company built the road by day's work. The total length of road and branches is about two miles. The route is from East Tenth street through Bridge street west to Third avenue, with branch from West First and Bridge street south through West First street to Utica street. The road was opened August 22, 1885, running three cars.

Capital Stock and Funded Debt.

CAPITAL STOCK

	COMMON.		Cash realized on amount outstand- ing.
	Number of shares.	Total par value.	
Authorized by law or charter	2,500	\$125,000	.....
Issued for actual cash.....	400	\$30,000	\$19,685
Issued on account of construction	2,100	105,000	.....
Total now outstanding	2,500	\$125,000	\$19,685

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bond and mortgage	Oct. 1, 1911	p. c 6	April 1 & Oct. 1	\$112,500

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure		\$13,908 78
Real estate		613 00
Buildings and fixtures		2,413 03
Interest and discount charged to construction		262 80
Road built by contract	\$305,000 00	305,000 00
Total cost of road	\$305,000 00	\$322,196 61
EQUIPMENT.		
Cars, other than motor cars		\$4,027 31
Motor cars and fixtures	\$3,705 33	2,705 33
Wagons, trucks, snow-plows and sleighs	1,605 84	2,178 02
Total cost of equipment	\$4,311 17	\$8,910 65
Grand total cost of road and equipment	\$309,311 17	\$331,107 26

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Road was changed from horse power to electricity and extended as per contract. \$305,000 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$17,739 51
Less operating expenses (excluding all taxes)	12,557 79
Gross income from all sources	\$5,181 72
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$100 13
Taxes on earnings and capital stock	45 02
Taxes other than above	9 88
Interest on funded debt due and accrued	3,200 00
	<u>3,355 01</u>
Surplus for year ending June 30, 1892	<u>\$1,826 71</u>

General Income Account.

Surplus for year ending June 30, 1892	\$1,826 71
Deficit up to June 30, 1891	3,001 06
	<u>\$1,174 34</u>
Balance horse account	\$3,004 00
Balance harness account	447 26
	<u>3,451 26</u>
Total deficit June 30, 1892	<u>\$4,625 60</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$17,789 51
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OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures	\$826 81
Repairs of buildings and fixtures	85 75
Repairs of cars (not motors) and other vehicles	100 23
Repairs of motor cars and fixtures	725 06
Repairs of harness and stable equipment	26 18
Horseshoeing	131 51
Provender (including expense of grinding)	905 14
Salaries of general officers and clerks	300 00
Wages of conductors and drivers on horse cars	496 21
Wages of conductors and motormen on cars propelled by mechanical traction	3,969 89
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	1,918 81
Light and fuel, other than at power house	68 12
Water tax	23 27
Damages to persons and property	121 50
Legal expenses	60 75
Advertising, printing and office expenses	210 99
Insurance	650 50
Removal of snow and ice	177 17
Contingencies	1,760 96
Total operating expenses	\$12,557 79

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$222,196 61
Cost of equipment	8,910 66
Current assets, as follows, viz.:	
Cash on hand	1,910 10
Open accounts	807 05
Balance due on capital stock	315 00
Profit and loss (deficiency)	4,625 59
	\$268,765 00

LIABILITIES.

Capital stock	\$125,000 00
Funded debt	112,500 00
Current liabilities, as follows, viz.:	
Bills payable	1,265 00
	\$268,765 00

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line, from East Albany and Fourth streets to City line and Bridge street	1.974
Single track, branch, from East Tenth and Bridge streets to East Fourth and Bridge streets .....	.428
Single track, branch, from West City line, Bridge street, to Boulevard	1.49
Single track, branch, from West Seneca street and Fifth avenue to West Bridge street .....	.446
Single track, branch, from West Bridge and First streets to West Utica and First streets .....	.206
Total length of single track on main line and branches	4.700
Sidings on main line and branches .....	.55
Total length of all tracks and sidings owned	5.26

Weight of rail per yard	70, 52 and 45 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars, not motors	6
Open cars, not motors	5
Motor cars	9
Schedule time making trip one way	15 minutes.
Cars are run	Every 8 min.
Rate of fare per pas-enger	4 and 5 cts.
Number of passengers carried in cars during year	43,679
Average number of employes (including officials) during year	20

Salaries, Wages, Etc., of Officers and Employees.

	OFFICER.	Annual salary.
Secretary		\$300 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11¼	\$1 32
Motormen	11¼	1 32
Repairers	10	1 32
Night men	12	\$1 32 and 1 15
Superintendent	14	2 47
Foreman	14	1 65

ACCIDENTS.

	Injured.	Killed.	Total.
Others than passengers or employes	1	3	4

Officers of the Company.

Name.	Title.	Official Address.
M. E. GRAVES	President	Oswego, N. Y.
JNO. P. PHELPS	Secretary	Oswego, N. Y.
E. A. VAN HORNE	Treasurer	Oswego, N. Y.

Directors of the Company.

Name.	Residence.
M. E. GRAVES	Oswego, N. Y.
M. B. RICHARDSON	Oswego, N. Y.
E. A. VAN HORNE	Oswego, N. Y.
GEO. N. BURT	Oswego, N. Y.
F. J. CALLEMAN	Oswego, N. Y.
THOMAS PRIBSON	Oswego, N. Y.
JNO. P. PHELPS	Oswego, N. Y.
L. CLANCY	Oswego, N. Y.
H. B. BUELL	Syracuse, N. Y.

Title of company, Oswego Street Railway Company.

General offices at Oswego, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Monday in April.

For information concerning this report, address John P. Phelps, Secretary.

PELHAM PARK.

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PELHAM PARK.

(Date of charter, August 30, 1884.)

This company obtained the consent of the local authorities to the construction of its line. It was, however, unable to obtain the consent of the property owners along its route, and it therefore applied to the Supreme Court for the appointment of a commission to determine whether its proposed railroad ought to be constructed. Such commission was appointed, and after a very full hearing of all parties interested decided in favor of the company. This company operates the City Island railroad under a pooling agreement, and the earnings and expenses of that company are included in the earnings and expenses of this company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	2,000	\$50,000	.....
Issued on account of construction	1,500	\$37,500	.....
Issued for cash and construction	500	12,500	\$1,250
Total now outstanding.....	2,000	\$50,000	\$1,250

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	April 1, 1907	p.c. 6	April & Oct.	\$38,000	\$36,573

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	.....	\$85,791 43
Right of way .....	.....	4,985 23
Real estate.....	\$96 60	2,340 23
Buildings and fixtures .....	.....	341 02
Interest and discount charged to construction	90 00	2,565 71
Total cost of road.....	\$186 00	\$44,023 62
EQUIPMENT.		
Horses .....	.....	\$2,708 90
Harness.....	.....	204 84
Cars.....	.....	5,474 28
Wagons, trucks, snow-plows, sleighs.....	\$400 00	618 18
Total cost of equipment	\$400 00	\$9,001 20
Grand total cost of road and equipment.....	\$586 00	\$53,024 82

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Real estate	\$96 00
Interest and discount.....	90 00
Two stages	400 00
Total	<u>\$586 00</u>

Income Account for the Year Ending June 30, 1892.

Gross earnings from operation.....	\$10,411 25
Less operating expenses (excluding all taxes).....	<u>7,945 61</u>

Net earnings from operation.....	\$3,165 64
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Income from other sources, as follows, viz.:

Interest.....	96 00
Accounts receivable.....	<u>400 00</u>

Gross income from all sources	\$3,661 64
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Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$335 53
Taxes on earnings and capital stock	104 78
Interest on funded debt due and accrued	2,280 00
Interest on floating debt	<u>214 67</u>
	2,924 98

Net income from all sources.....	\$736 66
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Payments from net income, as follows, viz.:

Dividends declared, 1 per cent on capital stock	\$500 00
Interest.....	<u>96 00</u>
	596 00

Surplus for year ending June 30, 1892	<u>\$140 66</u>
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General Income Account.

Surplus for year ending June 30, 1892	\$140 66
Surplus up to June 30, 1891	<u>2,372 78</u>
Total surplus June 30, 1892	<u>\$2,413 44</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$10,148 75
Mail	<u>262 50</u>
Total gross earnings.....	<u>\$10,411 25</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$128 00
Repairs of all buildings and fixtures.....	94 00
Repairs of cars and other vehicles	199 25
Repairs of harness and stable equipment.....	29 40
Horseshoeing.....	223 60
Provender (including expense of grinding)	1,705 04
Wages of conductors and drivers	<u>3,687 32</u>
Light and fuel	25 65
Advertising, printing and office expenses	108 88
Insurance	228 68
Removal of snow and ice	78 21
Contingencies.....	<u>651 98</u>
Total operating expenses.....	<u>\$7,945 61</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$44,083 62
Cost of equipment.....	<u>9,001 20</u>

Other permanent investments, as follows, viz.:

Stocks and bonds of City Island railroad.....	40,126 17
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PELHAM PARK.

867

Current assets, as follows, viz.:

Cash on hand.....	\$1,441 38	
Bills receivable.....	1,339 09	
Open accounts.....	708 88	
Supplies on hand.....	86 05	
Sundries.....	508 05	
		\$4,028 45
		<u>\$97,179 44</u>

LIABILITIES.

Capital stock.....	\$50,000 00	
Funded debt.....	38,000 00	
<i>Current liabilities, as follows, viz.:</i>		
Interest due and accrued.....	570 00	
Dividends unpaid.....	651 00	
Bills payable.....	5,000 00	
Open accounts.....	545 00	
Profit and loss (surplus).....	2,418 44	
		<u>\$97,179 44</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Barton to Marshalls.....	1.4
Sidings on main line and branches.....	.1
Total length of all tracks and sidings owned.....	<u>1.5</u>
Weight of rail per yard.....	30 to 57 lbs.
Gauge of track.....	3 ft. 6 in.
Number of box cars.....	6
Open cars.....	2
Horses and mules.....	14
Schedule time making trip one way.....	30 min.
Cars are run.....	30 to 80 trips daily.
Rate of fare per passenger.....	2½ to 5 cents.
Number of passengers carried in cars during year, estimated.....	165,000
Average number of employees (including officials) during year.....	6

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Drivers and roadmen.....	8 and 12	\$1 50 to \$1 75
Hostlers.....	15	1 50

Officers of the Company.

Name.	Title.	Official Address.
W. R. LAMBERTON.....	President.....	16 and 18 Exchange pl., N. Y. city.
ELIPHALET NOTT ANABLE.....	Secretary and Treas....	16 and 18 Exchange pl., N. Y. city.
FREDERICK UNDERHILL.....	Superintendent.....	City Island, N. Y.

Directors of the Company.

Name.	Residence.
E. N. ANABLE.....	New York city.
HENRY D. CAREY.....	City Island, N. Y.
W. R. LAMBERTON.....	Pelham Manor, N. Y.
HOWARD NOTT POTTER.....	New Rochelle, N. Y.
INGLIS STUART.....	New York city.
SHERMAN T. PELL.....	City Island, N. Y.
J. RALPH BURNETT.....	New York city.

Title of company, Pelham Park Railroad Company.

General offices at City Island, N. Y.; branch office, 16 and 18 Exchange place, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Wednesday in June.

For information concerning this report, address Pelham Park Railroad Company, 16 and 18 Exchange place, New York city.

PEOPLE'S (Syracuse).

(Date of charter April 23, 1887.)

On November 1, 1890, the Central City Railway and the Syracuse and Onondaga Railway were consolidated, by perpetual lease of each, with the People's Railroad Company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	10,000	\$1,000,000	.....
Issued on account of construction	3,000	\$300,000	\$300
Issued for roads purchased and for completion of same	7,000	700,000	.....
Total now outstanding.....	10,000	\$1,000,000	\$300

FUNDED DEBT.

DESIGNATION OF LIEN.	When due	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	1921	p.c. 5	Jan. & July	\$736,000	\$736,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....	\$36,404 40	\$34,116 23
Right of way		4,600 00
Real estate.....	10 00	40 35
Buildings and fixtures	8,946 26	15,563 09
Interest and discount charged to construction.....	2,411 85	2,039 16
Road built by contract.....		686,080 00
Purchase of constructed road		1,100,408 57
Total cost of road.....	\$37,772 51	\$1,789,309 07

EQUIPMENT.		
Horses	\$475 22	\$4,740 44
Harnes.....	127 01	578 28
Cars, other than motor cars		8,320 65
Wagons, trucks, snow-plows, sleighs.....	65 00	221 39
Total cost of equipment	\$667 23	\$14,491 37
Grand total cost of road and equipment up to June 30, 1892.....	\$38,439 74	\$1,803,800 44

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Paving, etc.....	\$5,786 62
Double track extension on South Salina street, 3,300 feet.....	17,168 78
Single track extension to Onondaga Valley, 3,140 feet.....	3,454 00
Examining title to real estate.....	10 00
Interest, account construction.....	2,411 85
Account completion of new car-house and office.....	8,946 96
Additional horses.....	475 23
Additional harness.....	137 01
Wagon.....	65 00
	<u>\$38,459 74</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$125,665 15
Less operating expenses (excluding all taxes).....	103,908 94
Net earnings from operation.....	<u>\$31,756 91</u>

Income from other sources, as follows, viz.:

Rentals.....	\$486 00
Advertising in cars.....	500 00
Sale of old material.....	1,070 13
	<u>2,056 13</u>
Gross income from all sources.....	<u>\$33,812 04</u>

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$3,718 65
Taxes on earnings and capital stock.....	637 58
Taxes other than above.....	123 80
Interest on funded debt due and accrued.....	36,800 00
	<u>41,280 03</u>
Deficit for year ending June 30, 1892.....	<u>\$7,468 00</u>

General Income Account.

Deficit for year ending June 30, 1892.....	\$7,468 00
Surplus up to June 30, 1891.....	17,588 85
Total surplus June 30, 1892.....	<u>\$10,077 85</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	<u>\$125,665 15</u>
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$376 15
Repairs of buildings and fixtures.....	300 85
Repairs of cars and other vehicles.....	1,594 94
Repairs of harness and stable equipment.....	539 02
Horseshoeing.....	4,065 67
Renewals of horses and mules.....	3,413 78
Provender (including expenses of grinding).....	24,034 88
Salaries of general officers and clerks.....	5,322 84
Wages of conductors and drivers.....	33,247 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	20,388 35
Light and fuel.....	1,879 70
Water tax.....	592 79
Damages to persons and property.....	280 00
Legal expenses.....	436 53
Advertising, printing and office expenses.....	503 50
Insurance.....	3,268 01
Removal of snow and ice.....	750 69
Contingencies.....	1,769 30
Total operating expenses.....	<u>\$103,908 94</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road and equipment.....	\$1,803,800 43
Current assets, as follows, viz.:	
Cash on hand.....	3,315 84
Open accounts.....	6,214 18
	<u>\$1,813,330 44</u>

LIABILITIES.

Capital stock	\$1,000,000 00
Funded debt	736,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	65,400 00
Open accounts	1,868 88
Profit and loss (surplus)	10,077 86
	<hr/>
	\$1,813,330 44
	<hr/>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>	Miles.
Single track, main line, from Fifth north street, and Wolf street to Onondaga Valley	6.637
Single track, main line from lake to Brighton	4.318
Single track, branch, from James and Warren streets to Salina street .....	.055
Single track, branch, from Kennedy street to Oakwood avenue .....	.337
Single track, branch, from Salina street to Third north street .....	.037
	<hr/>
Total length of single track on main line and branches	11.885
Second track on main line and branches	6.218
Sidings on main line and branches .....	.845
	<hr/>
Total length of all tracks and sidings owned	30.948
	<hr/>
Weight of rail per yard	47, 51, 66½ lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	31
Open cars	36
Horses and mules	300
Schedule time making trip one way	40 and 50 min.
Cars are run	Every 8 and 10 min.
Rate of fare per passenger	5 cents
Number of passengers carried in cars during year	2,776,505
Average number of employees (including officials) during year	135

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.	Annual salary.
General officers and clerks	\$5,322 84

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11½	\$1 40
Drivers	11½	1 40
Watchmen	12	1 50
Roadmen	10	1 50
Hostlers	11	1 32

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Others, not employees	3	1	4
Total	4	1	5

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
A. N. PALMER	President.....	Syracuse, N. Y.
H. H. DURR.....	Secretary.....	Utica, N. Y.
F. W. BARKER.....	Treasurer.....	Syracuse, N. Y.
J. H. MORFITT.....	General Manager.....	Syracuse, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
A. N. PALMER.....	Syracuse, N. Y.
F. W. BARKER.....	Syracuse, N. Y.
THOMAS HUNTER.....	Utica, N. Y.
CHARLES H. CHILDS.....	Utica, N. Y.
J. R. SWAN	Utica, N. Y.
F. J. CALLENAN	Utica, N. Y.
A. T. GOODWIN	Utica, N. Y.

Title of company, The People's Railroad Company of Syracuse, N. Y.

General offices at 75 Genesee street, Utica, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address F. W. Barker, Treasurer, Syracuse, N. Y.

RIKER AVENUE AND SANFORD'S POINT.**LESSOR.**

LESSEE — STEINWAY AND HUNTER'S POINT.

(Date of charter, September 23, 1896.)

²For history of organization, see R-report of 1887. No report filed for year ending June 30, 1892. Operations included in report of Steinway and Hunter's Point and Steinway, *post.* — R. R. Commissioners.

ROCHESTER.

(Date of charter, February 26, 1890.)

The Rochester Railway Company was organized on the 26th day of February, 1890, with \$5,000,000 capital stock. On the 10th day of March, 1890, said company leased all the property, rights, privileges and franchises of the Rochester City and Brighton Railroad Company, the Crostown Railroad Company and the South Park Railroad Company, for and during the term of the corporate existence of said lessor companies respectively, upon the following terms, to wit: The lessee to pay to the Rochester City and Brighton Railroad Company, for the use of its stockholders during the term of the lease, the yearly rental of \$140,000, the lessee to pay to the Crostown Railroad Company of Rochester, N. Y., for the use of its stockholders during the term of such lease, the yearly rental of \$12,000, and to the South Park Railroad Company of Rochester, N. Y., for the use of its stockholders during the term of such lease, the yearly rental of \$8,000. After the Rochester Railway Company had gone into occupancy under each of said leases, under and in pursuance of chapter 254, Laws of 1887, it duly took a surrender or transfer of all the capital stock of the stockholders of said lessor companies respectively, and issued in exchange therefor its own capital stock, at par, upon the terms and conditions duly agreed upon between the said lessor companies respectively and the said lessee. The conditions were as follows, to wit: For \$500,000 stock of Rochester City and Brighton Railroad Company there was issued in exchange \$3,500,000 stock of Rochester Railway and \$1,050,000 of its five per cent bonds; for \$150,000 stock of the Crostown Railroad Company there was issued in exchange \$300,000 stock of Rochester Railway Company and \$150,000 of its five per cent bonds; for \$100,000 stock of the South Park Railroad Company there was issued in exchange \$300,000 stock of Rochester Railway Company and \$100,000 of its five per cent bonds. All of the stock of all the lessor companies having been surrendered by the stockholders, or transferred as aforesaid, and the certificates provided for by said act having been duly made and filed in the office of the Secretary of State, the estate, property, rights, privileges and franchises of said lessor companies, and each of them, thereupon vested in and are held and enjoyed by said Rochester Railway Company.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	50,000	\$5,000,000	.....
Issued on account of construction and in ex- change, per report of 1890	40,000	\$4,000,000	.....
Issued for cash	8,500	350,000	\$350,000
Issued on account of construction	6,500	650,000	.....
Total now outstanding	50,000	\$5,000,000	\$350,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
Mortgage bonds	Oct. 1, 1893	7	April & Oct.	\$200,000	\$172,000
Mortgage bonds	Jan. 1, 1903	8	Jan. & July	500,000	500,000
Mortgage bonds	April 1, 1919	6	April & Oct.	175,000	175,000
Consolidated mortgage bonds	April 1, 1890	5	April & Oct.	2,000,000	2,000,000
Debenture bonds	March 1, 1911	6	March & Sept.	452,500	410,640
Total .....	.....	.....	.....	\$3,327,500	\$3,257,640

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appli- ances pertaining to road and superstructure	\$162,320 35	\$755,632 04
Electric appliances pertaining to road and superstructure	17,531 09	208,414 75
Right of way	2,950 85	46,018 98
Real estate	20,708 30	22,368 30
Buildings and fixtures exclusively used for electric purposes ..	72,898 86	195,581 90
All other buildings and fixtures	15,946 86	37,694 32
Interest and discount charged to construction	27,423 27	119,558 66
Road built by contract .....	.....	650,000 00
Purchase of constructed road and equipment .....	.....	6,175,000 00
Total cost of road	\$319,779 08	\$8,200,586 91
EQUIPMENT.		
Horses	*\$18,606 04	*\$32,381 04
Cars, other than motor cars	*970 00	*970 00
Motor cars and fixtures	68,010 20	494,375 96
Wagons, trucks, snow-plows, sleighs .....	.....	9,000 00
Total cost of equipment	\$43,434 16	\$469,474 92
Grand total cost of road and equipment	\$363,213 24	\$8,670,313 83

* Credit.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$688,387 78
Less operating expenses (excluding all taxes).....		417,189 88
Net earnings from operation.....		\$266,218 40
<i>Income from other sources, as follows, viz.:</i>		
Advertising.....	\$3,146 81	
Rents.....	845 95	
Miscellaneous.....	1,906 86	
		5,901 12
Gross income from all sources.....		\$271,419 52
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$15,671 07	
Taxes on earnings and capital stock.....	17,638 30	
Interest on funded debt due and accrued.....	169,755 74	
		203,065 01
Surplus for year ending June 30, 1892.....		\$68,364 51

General Income Account.

Surplus for year ending June 30, 1892.....	\$68,364 51
Surplus up to June 30, 1891.....	189,335 07
Total surplus June 30, 1892.....	\$307,699 18

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers.....	\$688,387 78
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses and repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and other track fixtures.....	\$3,492 44
Repairs of buildings and fixtures exclusively used for mechanical power and all other buildings and fixtures.....	1,194 46
Repairs of cars (not motors) and other vehicles.....	4,709 09
Repairs of motor cars and fixtures.....	36,627 37
Repairs of harness and stable equipment.....	874 14
Horseshoeing.....	6,075 58
Provender (including expense of grinding).....	31,979 49
Salaries of general officers and clerks.....	5,980 85
Wages of conductors and drivers on horse cars.....	23,417 58
Wages of conductors and motormen on cars propelled by mechanical traction...	128,015 28
Wages of engineer, firemen and all others employed at power house.....	15,063 69
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	46,343 98
Light and fuel, other than at power house.....	4,211 21
Fuel, light and other supplies used at power house.....	42,547 58
Water tax.....	369 96
Damages to persons and property.....	979 70
Legal expenses.....	1,977 32
Advertising, printing and office expenses.....	7,013 97
Insurance.....	11,186 97
Removal of snow and ice.....	3,570 69
Contingencies.....	9,325 01
Expenses prior to purchase of road.....	7,071 13
Total operating expenses.....	\$417,189 88

General Balance Sheet June 30, 1892.**ASSETS.**

Cost of road.....	\$8,300,838 91
Cost of equipment.....	469,474 98
<i>Other permanent investments, as follows, viz.:</i>	
Stock in other companies.....	171,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$39,336 56
	\$8,879,689 39

LIABILITIES.	
Capital stock	\$5,000,000 00
Funded debt.....	3,327,500 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	314,619 06
Open accounts	4,880 35
Sundries: Mortgage.....	16,000 00
Profit and loss (surplus).....	207,630 18
	<hr/> \$3,870,630 39

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Total length of single track on main line.....		34.85
Second track on main line.....		34.65
Sidings on main line.....		1.35
Total length of all tracks and sidings owned.....		<hr/> 61.45
Weight of rail per yard.....	40 to 78 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars and open cars, not motors.....	188	
Horses and mules.....	188	
Number of motor cars.....	130	
Schedule time making trip one way.....	5 to 7½ miles an hour.	
Cars are run.....	Every 4 to 15 min.	
Rate of fare per passenger.....	5 cents, adults; 3 cents, children.	
Number of passengers carried in cars during year.....	14,146,873	
Average number of employees (including officials), during year.....	613	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.		Annual salary.
General officers.....		\$5,280 85

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	11½	\$1 61 to \$2 07
Drivers.....	11½	1 60 to 2 00
Starters.....	11	1 75 to 2 00
Watchmen.....	11½	1 75
Switchmen.....	10	1 50
Roadmen.....	10	1 50
Hostlers	10½	1 40

Officers of the Company.

Name.	Title.	Official Address.
JOHN N. BECKLEY.....	President.....	Rochester, N. Y.
BENJAMIN GRAHAM.....	Vice-President.....	New York city.
CHAS. A. WILLIAMS.....	Secretary.....	Rochester, N. Y.
FREDERIC P. ALLEN.....	Treasurer.....	Rochester, N. Y.
WM. ROSEBOROUGH.....	Superintendent.....	Rochester, N. Y.

Directors of the Company.

Name.	Residence.
H. SELLERS MCKEE.....	Pittsburgh, Pa.
MURRY A. VERNER.....	Pittsburgh, Pa.
BENJAMIN GRAHAM.....	New York city.
THOMAS DEWITT CUTLER.....	Philadelphia, Pa.
E. E. DENNISTON.....	Philadelphia, Pa.
HORACE MAGEE.....	Philadelphia, Pa.
RICHARD W. CLAY.....	Philadelphia, Pa.
JOHN N. BECKLEY.....	Rochester, N. Y.
FREDERICK COOK.....	Rochester, N. Y.
ARTHUR G. YATES.....	Rochester, N. Y.
M. H. BRIGGS.....	Rochester, N. Y.
WILLIAM S. KIMBALL.....	Rochester, N. Y.
GEORGE W. ARCHER.....	Rochester, N. Y.

Title of company, Rochester Railway Company.

General offices at 267 State street, Rochester, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in January.

For information concerning this report, address Charles A. Williams, Secretary.

ROCHESTER ELECTRIC.

(Date of charter, August, 1887.)

Organized under chapter 253, Laws of 1884, and amendments thereto, as a street surface road.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	2,000	\$200,000	\$200,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....		\$84,110 89
Electric appliances pertaining to road and superstructure		18,484 44
Right of way	\$941 46	18,766 88
Real estate.....		1,888 15
Buildings and fixtures exclusively used for electric purposes ...	12,495 37	84,788 54
All other buildings and fixtures.....	356 25	8,892 86
Total cost of road.....	\$13,798 98	\$166,881 26
EQUIPMENT.		
Cars, other than motors		\$17,607 86
Motor cars and fixtures.....	\$2,484 65	36,840 10
Total cost of equipment	\$2,484 65	\$53,447 46
Grand total cost of road and equipment.....	\$16,277 63	\$219,768 72

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$46,668 19
Less operating expenses (excluding all taxes)	30,797 84
Net earnings from operation.....	\$15,884 85
<i>Income from other sources, as follows, viz.:</i>	
Dividend Rochester and Charlotte Turnpike Company	568 50
Gross income from all sources	\$16,448 35
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	1,793 08
Surplus for year ending June 30, 1892	\$14,655 33

General Income Account.

Surplus for year ending June 30, 1892	\$14,655 33
Surplus up to June 30, 1891.....	14,209 50
Total surplus June 30, 1892	\$28,864 83

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	\$46,668 19
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OPERATING EXPENSES.

Repairs of roadbed and track	\$1,040 05
Repairs of buildings and fixtures	71 71
Repairs and renewals of cars, motors and other vehicles	4,237 94
Salaries of general officers and clerks	2,499 99
Wages of conductors and motor men	9,527 83
Wages of engineer, firemen and other employes at power house	3,634 09
Wages of watchmen, starters, switchmen, roadmen, etc.	1,403 50
Light and fuel other than at power house	507 33
Fuel, light and other supplies used at power house	2,969 92
Damages to persons and property	89 00
Advertising, printing and office expenses	1,907 99
Insurance	445 00
Removal of snow and ice	821 69
Contingencies	1,490 34
Interest	97 35
Total operating expenses	\$30,797 34

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$166,331 26
Cost of equipment	53,447 46
<i>Other permanent investments, as follows, viz.:</i>	
Rochester and Charlotte Turnpike Company stocks	10,022 50
<i>Current assets, as follows, viz.:</i>	
Cash on hand	2,551 30
Open accounts	1,499 31
	\$223,864 88

LIABILITIES.

Capital stock	\$300,000 00
Bills payable	5,000 00
Profit and loss (surplus)	26,864 88
	\$323,864 88

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Rochester to Charlotte	4.68
Second track on main line	4.13
Total length of all tracks and sidings owned	8.76
Weight of rail per yard	40 lbs.
Gauge of track	4 ft. 8 1/4 in.
Number of open cars, not motors	10
Number of motor cars	11
Schedule time making trip one way	30 minutes.
Cars are run	Every 10 to 30 minutes.
Rate of fare per passenger	3, 5, 8 and 10 cts.
Number of passengers carried in cars during year	649,808
Average number of employes (including officials) during year	10 to 50

Salaries, Wages, Etc., of Officers and Other Employes.

	OFFICERS.	Annual salary.
General officers		\$2,499 99

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors and motormen	10	\$1 75
Watchmen	12	1 50
Switchmen	10	1 50
Roadmen	10	1 50

ROCHESTER ELECTRIC.

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Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ARTHUR LEITCHFORD.....	President.....	Rochester, N. Y.
M. H. BRIGGS, Jr.....	Secretary and Treasurer.....	Rochester, N. Y.
C. A. DEER.....	Superintendent.....	Charlotte, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
ARTHUR LEITCHFORD.....	Rochester, N. Y.
JOHN N. BECKLEY.....	Rochester, N. Y.
M. H. BRIGGS.....	Rochester, N. Y.
C. M. EVEREST.....	Rochester, N. Y.
CHAS. F. POND.....	Rochester, N. Y.
CHAS. S. BAKER.....	Rochester, N. Y.
JAMES M. WHITNEY.....	Rochester, N. Y.
E. T. CURTIS.....	Rochester, N. Y.
W. C. BARRY.....	Rochester, N. Y.
J. B. PERKINS.....	Rochester, N. Y.
S. STACE.....	Charlotte, N. Y.
H. SELLERS MCKEE.....	Pittsburg, Pa.
MURRY A. VERNER.....	Pittsburg, Pa.

Title of company, Rochester Electric Railway Company.

General offices at Charlotte, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information concerning this report, address M. H. Briggs, Secretary, Rochester, N. Y.

ROCKAWAY VILLAGE.

LESSOR.

LESSEES—MORRIS, HICKEY & PEARSON.

(Date of charter, March, 18, 1886.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	250	\$25,000	\$25,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate	When payable.		
* First mortgage bonds.....	1901	p.c. 5	May and Nov.	\$25,000	\$4,000

* Issued for construction, \$30,000, and for cash, \$5,000.

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment.

Road.		Total cost up to June 30, 1892.
Interest and discount charged to construction		\$1,000 00
Road built by contract		48,849 83
Total cost of road		<u>\$49,849 83</u>
Equipment.		
Harness		\$394 40
Wagons, trucks, snow-plows and sleighs		14 65
Total cost of equipment		<u>\$709 05</u>
Grand total cost of road and equipment		<u><u>\$50,558 87</u></u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operations		\$1,250 00
Less operating expenses (excluding all taxes)		397 27
Gross income from all sources		<u>\$852 73</u>
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$39 40	
Taxes on earnings and capital stock	10 05	
Taxes other than above, income	5 84	
Interest on funded debt due, paid May 1, 1892	1,250 00	
		<u>1,304 99</u>
Deficit for year ending June 30, 1892		<u><u>\$452 26</u></u>

General Income Account.

Deficit for year ending June 30, 1892	\$452 26
Deficit up to June 30, 1891	5,144 00
Total deficit June 30, 1892	<u><u>\$5,596 26</u></u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

Rent received for railroad, one year from June 30, 1891, to June 30, 1892	<u>\$1,250 00</u>
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OPERATING EXPENSES.

Advertising, printing and office expenses	\$34 63
Insurance	25 00
General expenses	347 65
Total operating expenses	<u><u>\$397 27</u></u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$49,794 23
Cost of equipment	709 05

Current assets, as follows, viz.:

Cash on hand	2 74
Rent due	100 00
Profit and loss (deficiency)	5,596 86
	<u><u>\$56,193 97</u></u>

LIABILITIES.

Capital stock	\$35,000 00
Funded debt	25,000 00

Current liabilities, as follows, viz.:

Interest accrued	208 88
Open accounts, loans	5,537 71
Sundry bills	396 93
	<u><u>\$56,193 97</u></u>

ROCKAWAY VILLAGE.

879

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
C. A. CHEEVER.....	President.....	New York city.
J. D. CHEEVER.....	Vice-President.....	New York city.
J. S. AUARBACH.....	Secretary.....	New York city.
DR. D. L. HAIGHT.....	Treasurer.....	New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
J. D. CHEEVER.....	New York city.
C. A. CHEEVER.....	New York city.
W. A. WYNN.....	Far Rockaway, L. I., N. Y.
D. L. HAIGHT.....	New York city.
J. S. AUARBACH.....	New York city.
C. CUNNINGHAM.....	Brooklyn, N. Y.
P. DONAHUE.....	New York city.

Title of company, Rockaway Village Railroad Company.
General offices at Far Rockaway, Long Island.

ROME CITY.

(Date of charter, December 22, 1885.)

Organized under the Street Surface Railroad Act of 1884. Certificate of incorporation filed in the office of the Secretary of State, September 22, 1885. There are no leased lines operated by this company, and the company has not been consolidated with any other railroad or transportation company. The entire construction was under a contract made with Antonio Rasines, and the road was entirely built and completed between the 1st day of April and September 30, 1887. The road commenced operation July 4, 1887.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law	500	\$50,000	.....
Issued for actual cash.....	50	\$5,000	\$5,000
Issued on account of construction.....	450	45,000	.....
Total now outstanding	500	\$50,000	\$5,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	May 1, 1917	p.c. 6	May 1, Nov. 1	\$425,000

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1892.
Paid contractor, capital stock.....	\$45,000 00
Paid contractor, first mortgage bonds.....	120,000 00
Cash.....	3,000 00
Preliminary surveys.....	500 00
Paid Wm. Moores, for clerical services during construction.....	1,500 00
Not provided for in contract and in part payment of which \$3,000 bonds were issued.....	6,689 33
	<hr/>
Less sale of transfer house in 1892	\$176,689 33
	20 00
Grand total cost of road and equipment.....	<hr/> <hr/> \$176,669 33

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$4,152 30
Less operating expenses (excluding all taxes)	4,704 93
Net loss from operation	<hr/> \$552 63
<i>Income from all other sources, as follows, viz.:</i>	
Rent of stables	\$7 50
Hire of horses.....	404 26
Sale of horses	288 00
	<hr/>
Gross income from all sources	\$694 86
	<hr/>
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road	\$126 64
Interest on funded debt due and accrued	7,620 00
Interest and discount	88 72
	<hr/>
	7,835 36
Deficit for year ending June 30, 1892	<hr/> <hr/> \$7,687 18

General Income Account.

Deficit for year ending June 30, 1892	\$7,687 18
Deficit up to June 30, 1892	37,753 31
	<hr/>
Total deficit June 30, 1892.....	<hr/> <hr/> \$45,440 44

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$4,152 30
	<hr/>
OPERATING EXPENSES.	
Repairs of roadbed and track	\$8 34
Repairs of buildings and fixtures	31 15
Repairs of cars and other vehicles.....	24 96
Repairs of harness and stable equipment	37 48
Horseshoeing.....	291 75
Provender (including expense of grinding).....	1,550 11
Salaries of general officers and clerks.....	885 72
Wages of conductors and drivers	828 38
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	697 98
Light and fuel.....	59 18
Water tax	25 00
Legal expenses.....	21 00
Advertising, printing and office expenses	45 67
Insurance.....	197 72
Removal of snow and ice	5 56
	<hr/>
Total operating expenses.....	<hr/> <hr/> \$4,704 93

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road and equipment.....	\$176,669 33
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$199 78
Open accounts.....	257 26
Supplies on hand.....	186 40
Insurance	65 90
Taxes.....	43 13
Profit and loss (deficiency).....	45,440 44
	<hr/>
	<hr/> <hr/> \$322,880 83

ROME CITY.

881

LIABILITIES.

Capital stock	\$50,000 00
Funded debt.....	125,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued	8,750 00
Bills payable	1,600 00
Open accounts	37,320 88
Interest on mortgage.....	180 00
	<hr/>
	\$223,860 88.
	<hr/>

Characteristics of Road, Equipment, Etc.

Total length of all tracks and sidings owned.....	6.70 miles:
Weight of rail per yard.....	88 lbs.
Gauge of track	4 ft. 8 $\frac{1}{2}$ in.
Number of box cars.....	14
Horses and mules	12
Schedule time making trip one way.....	30 minutes.
Cars are run.....	Every 30 min.
Rate of fare per passenger	5c.
Number of passengers carried in cars during year	84,050
Average number of employees (including officials) during year.....	5

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

President, vice-president, secretary-treasurer and bookkeeper.....	\$400 00
Superintendent	1,800 00
Clerk in office.....	156 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 43
Drivers.....	12	1 43
Hostlers.....	12	1 43

Officers of the Company.

Name.	Title.	Official Address.
W. P. RAYLAND	President and Superintendent....	Rome, N. Y.
WM. MOORES'.....	Secretary and Treasurer.....	New York city.

Directors of the Company.

Name.	Residence.
ANTONIO RASINES	New York city.
CHAS. W. DAYTON.....	New York city.
JOHN S. McWILLIAMS	New York city.
WM. MOORES.....	New York city.
JOHN S. McWILLIAMS.....	New York city.
JOSEPH F. STEIR	New York city.
WM. P. RAYLAND	Rome, N. Y.

Title of company, Rome City Street Railway Company.
 General offices at Rome, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, first Tuesday in October.
 For information concerning this report, address Wm. Moores, Secretary, No. 7 Broadway,
 New York city.

*** SARATOGA ELECTRIC.**

(Date of charter, July 8, 1890.)

This railroad was intended to run from the village of Saratoga Springs to the Geysers, a distance of about three miles. It was operated for a short time during the summer of 1890, and for about six weeks during the summer of 1891, but was not completed into the village of Saratoga Springs. It defaulted the interest on its bonds and was sold at foreclosure sale in March, 1892, and purchased by the Union Electric Railway Company of Saratoga. It is now a part of the system of the latter company, which commenced operations on June 30, 1892. There is no record of the operations of the Saratoga Electric Railway Company for the six weeks in which it was in operation for the summer of 1892.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	Number of shares.	Total per value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	500	\$50,000	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds.....	Feb. 1, 1990	p.c. 6	Feb. & Aug.	\$50,000	\$50,000

Cost of Road and Equipment.Total cost up to
June 30, 1892.

Road built by contract and equipment..... \$97,500 00

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Saratoga to Geysers.....	2.25
Weight of rail per yard.....	35 lbs.
Gauge of track	4 ft. 3 $\frac{1}{4}$ in.
Open cars	
Number of motor cars.....	
Schedule time making trip one way.....	15 minutes.
Cars are run.....	Every 20 min.
Rate of fare per passenger.....	5 cents.

* This report is not verified, but is mere memoranda filed with the Board of R. R. Commissioners.

SCHENECTADY.

(Articles of Incorporation filed February 26, 1896.)

The construction of its road commenced in 1886, but owing to various causes and delays the construction was not so far advanced that the road could be opened for business until July, 1897, and it commenced operation on July 16, 1897. Changed to an electric road July 1, 1891. Permission to change motive power granted by State Board of Railroad Commissioners May 4, 1891. Increase of capital approved September 15, 1891, by State Board of Railroad Commissioners.

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter, issued for franchises, rights of way, real estate, power station, car barn, etc., and now outstanding.....	3,000	\$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount author- ized.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage gold bonds.....	1911	p.c. 6	Sept. & March	\$300,000	\$50,000

Cost of Road and Equipment.Total cost up to
June 30, 1898.Total cost of road and equipment..... \$456,021 80**Income Account for Year Ending June 30, 1899.**

Gross earnings from operation.....	\$45,069 06
Less operating expenses (excluding all taxes).....	38,736 72
Gross income from all sources	\$16,332 34
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$324 00
Taxes on earnings and capital stock	87 70
Interest on funded debt due and accrued.....	13,500 00
	13,911 70
Surplus for year ending June 30, 1898	<u>\$2,440 64</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	\$28,741 76
From sale of current	16,069 80
From advertising.....	357 50
Total gross earnings.....	<u>\$45,069 06</u>

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$614 84
Repairs of buildings and fixtures.....	49 75
Repairs and renewals of cars, motors and other vehicles.....	853 52
Salaries of general officers and clerks.....	1,826 57
Wages of conductors and motormen.....	10,080 73

Wages of engineer, firemen and employees at power house.....	\$1,707 48
Wages of watchmen, starters, switchmen, roadmen, etc.....	3,785 37
Light and fuel, other than at power house.....	281 84
Fuel, light and other supplies used at power house.....	6,488 84
Water tax.....	81 88
Advertising, printing and office expenses.....	2,252 79
Insurance.....	637 65
Removal of snow and ice.....	187 16
Total operating expenses.....	\$28,736 73

General Balance Sheet, June 30, 1892.

ASSETS.	
Cost of road and equipment.....	\$456,081 89
<i>Other permanent investments, as follows, viz.:</i>	
Schenectady Illuminating Co., stock (equitable interest in).....	100,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	690 37
Open accounts.....	72,621 35
Supplies on hand.....	4,153 86
	\$633,707 49
LIABILITIES.	
Capital stock.....	\$300,000 00
Funded debt.....	30,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	6,000 00
Open accounts.....	25,385 76
Profit and loss (surplus).....	2,440 64
	\$633,707 49

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Brandywine to Bellevue.....		4.32
Single track, branch, from Church street to Mohawk bridge.....		.39
Total length of single track on main line and branches.....		4.52
Second track on main line and branches.....		.25
Sidings on main line and branches.....		.25
Total length of all tracks and sidings owned.....		5.22
Weight of rail per yard.....	65 lbs.	
Gauge of track.....	4 ft. 6 1/2 in.	
Number of motor cars.....	11	
Schedule time making trip one way.....	1 hour and 12 minutes.	
Cars are run.....	Every 9 minutes.	
Rate of fare per passenger.....	5 cents; tickets, 25 for \$1	
Number of passengers carried in cars during year.....	225,520	
Average number of employees, including officials, during year.....	49	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers and clerks.....		\$1,255 27

Other Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$7 25
Motor men.....	12	.. 25
Roadmen.....	12	.. 25
Watchmen.....	12	.. 25
Helpers.....	12	.. 25

SCHENECTADY.

885

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN KRUMH.	President	Schenectady, N. Y.
F. A. STEVENSON	Secretary	Schenectady, N. Y.
W. E. GILMORE	Treasurer	Schenectady, N. Y.
R. J. SHERBILL	Superintendent	Schenectady, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
SAMUEL INSULL	Chicago, Ill.
JOHN KRUMH.	Schenectady, N. Y.
W. B. TURNER	Schenectady, N. Y.
W. E. GILMORE	Schenectady, N. Y.
JOHN MUIR	New York city.
EUGENE H. LEWIS	New York city.
S. D. GREENE	New York city.

Title of company, Schenectady Street Railway Company.

General offices at Schenectady, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Monday in December.

For information concerning this report, address F. A. Stevenson, Secretary.

SEA CLIFF INCLINED CABLE.

(Date of charter, November 27, 1885.)

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,000	\$10,000	
Issued for actual cash	948	\$9,480	\$9,480
Issued on account of construction	100	1,000	1,000
Total now outstanding	948	\$9,480	\$9,480

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Feb. 6, 1902	p.c. 4	Feb. 6 & Aug. 6	\$3,000	\$3,000

Cost of Road and Equipment.

ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of cable appliances, pertaining to road and superstructure	\$4,684 00
Buildings and fixtures	1,797 51
Interest and discount charged to construction	680 26
Total cost of road	\$7,161 77

EQUIPMENT.

Cars	\$800 00
Dummies and machinery	3,900 00
Cable	878 00
Total cost of equipment	\$4,578 00
Grand total cost of road and equipment	\$11,979 66

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$1,088 85
Less operating expenses (excluding all taxes)	794 87
Gross income from all sources	\$294 48
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$50 00
Taxes on earnings and capital stock, Albany	19 49
Taxes other than above, village and school taxes	45 15
Interest on funded debt due and accrued	80 00
Printing and binding R. R. Commissioners' report	44
	195 08
Surplus for year ending June 30, 1892	\$39 40

General Income Account.

Surplus for year ending June 30, 1892	\$39 40
Surplus up to June 30, 1891	81 43
Total surplus June 30, 1892	\$120 83

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$1,088 85
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OPERATING EXPENSES.

Repairs of roadbed and track operated by mechanical traction, including cable and all other track fixtures	\$194 85
Repairs of buildings and fixtures	6 78
Wages of ticket agents	144 00
Wages of engineers	278 51
Light and fuel	11 30
Fuel, light and other supplies used at power house	73 89
Water tax	30 00
Advertising, printing and office expenses	5 75
Insurance	46 05
Contingencies, freight and expenses	5 85
Total operating expenses	\$794 87

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$7,101 85
Cost of equipment	4,878 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	7 00
Supplies on hand	6 47
	\$11,993 07

LIABILITIES.

Capital stock	\$0,480 00
Funded debt	2,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	320 21
Profit and loss (surplus)	120 83
	\$11,993 07

SEA CLIFF INCLINED CABLE.

887

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Feet.
Single track, main line, from shore to top of bluff		478
Second track on main line		478
Total length of all tracks and sidings owned		956
Weight of rail per yard	35 lbs.	
Gauge of track	4 ft. 8 $\frac{1}{4}$ in.	
Open cars	2	
Schedule time making trip one way	45 seconds.	
Cars are run	Whenever there are passengers.	
Rate of fare per passenger	5 cents.	
Number of passengers carried in cars during year	23,451	
Average number of employes (including officials) during year	3	

Wages, Etc., of Employees.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$1 00
Engineers	12	8 94

Officers of the Company.

Name	Title	Official Address.
J. M. OLDRIN	President	Sea Cliff, N. Y.
J. W. LANE	Vice-President	Brooklyn, N. Y.
WM. W. MERRISON	Secretary	Sea Cliff, N. Y.
A. C. DAILEY	Treasurer	74 West 35th st., New York city.

Directors of the Company.

Name.	Residence.
J. M. OLDRIN	Sea Cliff, N. Y.
J. W. LANE	Brooklyn, N. Y.
WM. W. MERRISON	Sea Cliff, N. Y.
ANNIE SANFORD	Sea Cliff, N. Y.
LOUIS CHRIST	Sea Cliff, N. Y.
T. D. PEET	Thomasville, Ga.
A. C. DAILEY	New York city.

Title of company, Sea Cliff Inclined Cable Railway Company.

General offices at Sea Cliff, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information as to this report, address A. C. Dailey, Treasurer.

SECOND AVENUE (New York City).

(Date of charter, January 31, 1863.)

The grant to build this road was obtained from the city of New York December 15, 1862, and the company was chartered under the General Railroad Act of 1860 on January 31, 1863, and by an act passed April 16, 1873, chapter 240, the company was authorized to extend their tracks, and by an act passed May 6, 1884, chapter 352, the company obtained the right from the city authorities in July, 1884, to extend their tracks from Harlem river through First avenue to Fifty-seventh street, and through Ninety-sixth street from First to Second avenue, and by contract with Central Park, North and East River Railroad Company obtained the privilege to run through Fifty-ninth street from First to Second avenue. This extension was built and put in operation on June 15, 1885, and the company also obtained the right to run from Peck Slip to Fulton Ferry, and through Water street and New Bowery from the Bleecker Street and Fulton Ferry Railroad Company by lease.

REPORT OF THE RAILROAD COMMISSIONERS

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	\$2,500,000	.....
Issued for actual cash.....	16,939	\$1,623,900	\$1,623,900
Issued for extension of bonds and legal services.....	2,331	233,100	.....
Total now outstanding	18,690	\$1,862,000	\$1,623,900

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
General cons. mortgage bonds	Nov. 1, 1909	p.c. 5	May and Nov.	\$1,600,000 00	\$1,623,627 50
Debenture bonds.....	Jan. 1, 1909	5	Jan. and July	150,000 00	147,000 00

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....		.....	\$1,945,047 63
Buildings and fixtures		\$7,995 82	1,300,819 17
Total cost of road.....		\$7,995 82	\$3,145,866 80
EQUIPMENT.			
Horses .....		.....	\$274,000 00
Harness.....		.....	14,363 99
Cars.....		.....	247,797 00
Wagons, trucks, snow-plows, sleighs.....		.....	26,055 90
Total cost of equipment .....		.....	\$562,851 89
Grand total cost of road and equipment.....		\$7,995 82	\$3,708,698 69

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The amount charged to betterments is for arrears against the property paid during the year.....	\$7,995 82
---	------------

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$962,719 55
Less operating expenses (excluding all taxes)	758,751 89
Net earnings from operation.....	\$203,967 66
Income from other sources, as follows. viz.:	
Rent of car panels, etc	\$3,779 96
Dividend from Marine Bank	10,863 51
	13,643 47
Gross income from all sources	\$217,581 13

SECOND AVENUE.

889

Deductions from income, as follows, viz.:

Taxes on earnings and capital stock	\$36,500 00	
Interest on funded debt due and accrued	90,499 22	
Rent.....	8,750 00	
		<u>\$135,749 22</u>

Net income from all sources	\$84,881 21
-----------------------------------	-------------

Payments from net income, as follows, viz.:

Dividends declared, 4 per cent on capital stock	74,480 00
Surplus for year ending June 30, 1892	<u>\$10,851 21</u>

General Income Account.

Surplus for year ending June 30, 1892	\$10,851 21
Surplus up to June 30, 1891	<u>25,764 09</u>
	\$36,115 80
Deduct sundry arrears paid during the year	8,121 45
Total surplus June 30, 1892	<u>\$27,993 85</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$663,719 55</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$2,699 50
Repairs of buildings and fixtures	2,979 95
Repairs of cars and other vehicles.....	30,220 22
Repairs of harness and stable equipment.....	5,449 66
Horseshoeing.....	21,094 25
Renewals of horses and mules	46,417 75
Provender (including expense of grinding).....	175,600 18
Salaries of general officers and clerks	18,861 86
Wages of conductors and drivers	263,384 10
Consent of property owners.....	480 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	126,072 28
Light and fuel	6,900 27
Detective service.....	4,328 01
Water tax	1,875 00
Damages to persons and property.....	21,966 08
Accident insurance	10,976 00
Legal expenses	5,145 00
Advertising, printing and office expenses.....	2,619 05
Interest.....	608 20
Insurance	4,129 07
Removal of snow and ice	550 22
Whitewashing	2,287 20
Contingencies	2,258 77
Sprinkling tracks	1,455 00
Total operating expenses	<u>\$758,781 89</u>

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road	\$3,145,266 80
Cost of equipment.....	<u>562,881 89</u>
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$23,379 25
Open accounts	1,881 87
Supplies on hand.....	<u>4,076 15</u>
	29,437 27
	<u>\$3,737,185 96</u>

LIABILITIES.

Capital stock	\$1,902,000 00
Funded debt.....	<u>1,750,000 00</u>
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	\$16,734 22
Mortgage on real estate.....	60,000 00
Open accounts	12,594 60
Sundries.....	<u>7,528 96</u>
	97,142 11
Profit and loss (surplus).....	<u>27,993 85</u>
	<u>\$3,737,185 96</u>

REPORT OF THE RAILROAD COMMISSIONERS

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	\$2,500,000	.....
Issued for actual cash.....	16,230	\$1,623,900	\$1,623,900
Issued for extension of bonds and legal services.....	2,331	233,100	.....
Total now outstanding	18,630	\$1,857,000	\$1,853,900

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
General cons. mortgage bonds	Nov. 1, 1909	p.c. 5	May and Nov.	\$1,600,000 00	\$1,622,637 50
Debenture bonds.....	Jan. 1, 1909	5	Jan. and July	150,000 00	147,000 00

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1899.	Total cost of road and equipment up to June 30, 1899.
Roadbed, superstructure and rails.....		.....	\$1,945,047 63
Buildings and fixtures		\$7,995 82	1,300,819 17
Total cost of road.....		\$7,995 82	\$3,145,866 80
EQUIPMENT.			
Horses .....		.....	\$274,000 00
Harness.....		.....	14,385 69
Cars.....		.....	247,797 09
Wagons, trucks, snow-plows, sleighs.....		.....	25,065 90
Total cost of equipment .....		.....	\$561,248 68
Grand total cost of road and equipment.....		\$7,995 82	\$3,708,866 00

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The amount charged to betterments is for arrears against the property paid during the year..... \$7,995 82

Income Account for Year Ending June 30, 1899.

Gross earnings from operation.....		\$932,719 55
Less operating expenses (excluding all taxes)		798,781 69
Net earnings from operation.....		\$133,937 86
Income from other sources, as follows. viz.:		
Rent of car pavels, etc	\$3,779 96	
Dividend from Marine Bank	10,565 51	
		14,345 47
Gross income from all sources		\$217,551 13

SECOND AVENUE.

889

Deductions from income, as follows, viz. :

Taxes on earnings and capital stock	\$38,500 00	
Interest on funded debt due and accrued	90,499 98	
Rent.....	8,750 00	
		<u>\$132,749 98</u>

Net income from all sources \$84,881 81

Payments from net income, as follows, viz. :

Dividends declared, 4 per cent on capital stock	74,480 00	
Surplus for year ending June 30, 1892		<u>\$10,851 81</u>

General Income Account.

Surplus for year ending June 30, 1892	\$10,851 81	
Surplus up to June 30, 1891.....	25,764 09	
		<u>\$36,115 80</u>
Deduct sundry arrears paid during the year	8,181 48	
Total surplus June 30, 1892		<u>\$27,938 85</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	<u>\$962,719 55</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$2,099 50
Repairs of buildings and fixtures	2,979 95
Repairs of cars and other vehicles	39,230 23
Repairs of harness and stable equipment	5,449 56
Horseshoeing.....	21,094 25
Renewals of horses and mules	45,417 75
Provender (including expense of grinding).....	175,000 18
Salaries of general officers and clerks	18,861 88
Wages of conductors and drivers	253,884 10
Consent of property owners	400 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	126,072 28
Light and fuel	6,900 37
Detective service.....	4,822 01
Water tax	1,875 00
Damages to persons and property.....	21,966 08
Accident insurance.....	10,976 00
Legal expenses.....	5,145 00
Advertising, printing and office expenses.....	2,149 00
Interest.....	602 90
Insurance	4,129 67
Removal of snow and ice	530 23
Whitewashing	2,227 90
Contingencies	2,353 77
Sprinkling tracks.....	1,455 00
Total operating expenses.....	<u>\$758,781 80</u>

General Balance Sheet, June 30, 1892.

ASSETS.

Cost of road	\$3,145,866 80	
Cost of equipment.....	563,831 89	
<i>Current assets, as follows, viz. :</i>		
Cash on hand.....	\$23,379 25	
Open accounts.....	1,851 87	
Supplies on hand.....	4,076 15	
		<u>28,487 37</u>
		<u>\$3,737,185 96</u>

LIABILITIES.

Capital stock	\$1,862,000 00	
Funded debt.....	1,750,000 00	
<i>Current liabilities, as follows, viz. :</i>		
Interest due and accrued.....	\$16,734 28	
Mortgage on real estate.....	60,000 00	
Open accounts	12,594 80	
Sundries.....	7,522 98	
		<u>97,149 11</u>
Profit and loss (surplus).....	37,928 85	
		<u>\$3,737,185 96</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Harlem river to Peck slip.....		8
Single track, branch, from Worth street, Astor place and Eighty-sixth street to Ninety-second street ferry.....		2
Single track, from Harlem river to Fifty-ninth street and First avenue		3.5
Total length of single track on main line and branches.....		13.5
Second track on main line and branches.....		13.5
Sidings on main line and branches		1
Total length of all tracks and sidings owned.....		28
<i>Length of railways actually leased and operated by this company, as follows :</i>		
Single track from Peck slip to Fulton ferry.....		.50
Single track from First avenue and Fifty-ninth street to Second avenue and Fifty-ninth street.....		.06
Total length of single track leased .....		.56
Second track and sidings.....		.56
Total length of all track and sidings leased		1.12
Grand total length of all tracks and sidings owned and leased.....		29.12
Weight of rail per yard.....	60 lbs.	
Gauge of track	4 ft. 8 1/4 in.	
Number of box cars.....	109	
Open cars.....	109	
Horses and mules	1,354	
Schedule time making trip one way	1 hour and 30 minutes.	
Cars are run	Every 1 to 5 minutes.	
Rate of fare per passenger.....	5 cents.	
Number of passengers carried in cars during year	19,354,331	
Average number of employes (including officials) during year.....	605	

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.		Annual salary.
President, treasurer, secretary, receiver and clerks		\$18,361 35

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11 to 12	\$2 00
Drivers	11 to 12	2 00
Starters	10 to 12	\$2 00 to 2 30
Watchmen	11 to 12	1 75
Switchmen	11 to 12	1 75
Roadmen	11	1 75
Hostlers	10 to 11	1 75
Hill boys.....	10	1 25

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	8	1	9
Employes		1	1
Others.....		1	1
Total	8	3	11

Officers of the Company.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE S. HART.....	President.....	Second ave. and Ninety-sixth st., N. Y. city.
CHARLES F. COX.....	Vice-President...	Second ave. and Ninety-sixth st., N. Y. city.
JOHN B. UNDERHILL.....	Secretary.....	Second ave. and Ninety-sixth st., N. Y. city.
HENRY E. DORRIS.....	Treasurer.....	Second ave. and Ninety-sixth st., N. Y. city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
GEORGE S. HART.....	New York city.
CHARLES F. COX.....	New York city.
SAMUEL KNOX.....	New York city.
EDWARD C. SMITH.....	Brooklyn, N. Y.
CHARLES BRONNEMAN.....	New York city.
NOAH C. ROGERS.....	New York city.
JAMES L. BRESEE.....	New York city.
PATSON MERRILL.....	New York city.
WILLIAM E. FROX.....	New York city.
RICHARD A. ANTHONY.....	New York city.
CHARLES E. WELLES.....	New York city.
GEORGE A. MIDDLEBROOK.....	New York city.
CONSTANT A. ANDREWS.....	New York city.

Title of company, Second Avenue Railroad Company.
 General offices at Second avenue and Ninety-sixth street, New York city.
 Date of close of fiscal year, March 31.
 Date of stockholders' annual meeting, first Monday in April.
 For information as to this report, address J. B. Underhill, Secretary.

SIXTH AVENUE (New York City).

(Date of charter, September 6, 1851.)

Articles of association filed at office of Secretary of State December 29, 1851.

(Since February 1, 1892, the Sixth Avenue railroad has been operated for account of the Houston, West Street and Pavonia Ferry Railroad Company, as lessee, and the report of operations herein contained is for that part of the fiscal year ending with January 31, 1892.)

Capital Stock.

	Number of shares.	Total par value.	Cash realised on amount outstand- ing.
Authorized by law or charter, issued for actual cash and now outstanding	20,000	\$2,000,000	\$2,000,600

Cost of Road and Equipment.

	Total cost up to June 30, 1892.
ROAD.	
Roadbed, superstructure and rails.....	\$381,905 64
Right of way, real estate and buildings and fixtures.....	296,996 28
Total cost of road	\$1,681,905 92
EQUIPMENT.	
Horses and harness.....	\$187,601 21
Cars, wagons, trucks, snow-plows and sleighs	294,996 18
Total cost of equipment	\$481,997 36
Grand total cost of road and equipment	\$2,043,183 28

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$401,614 05
Less operating expenses (excluding all taxes).....	208,888 07
Net earnings from operation (July 1, 1891, to January 31, 1892)	\$192,725 98
<i>Income from other sources, as follows, vis.:</i>	
Rentals and interest accrued.....	26,898 14
Gross income from all sources	\$121,744 12
<i>Deductions from income, as follows, vis.:</i>	
Taxes on earnings and capital stock.....	31,116 78
Net income from all sources	\$90,627 36
<i>Payments from net income, as follows, vis.:</i>	
Dividends declared, 8 per cent on capital stock.....	160,000 00
Deficit for year ending June 30, 1892	\$69,372 84

General Income Account.

Deficit for year ending June 30, 1892.....	\$69,372 84
Surplus up to June 30, 1891.....	\$148,517 54
Deduct expenses real estate account.....	5,588 55
	\$136,978 98
Add from suspense account for claims settled.....	10,000 00
	146,978 98
Total surplus June 30, 1892	\$77,606 34

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers, July 1, 1891, to January 31, 1892.....	\$401,614 05
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$98,264 64
Repairs of buildings and fixtures.....	1,278 25
Repairs of cars and other vehicles.....	8,517 08
Repairs of harness and stable equipment	3,508 53
Horseshoeing.....	8,055 39
Renewals of horses and mules	11,581 50
Providence (including expense of grinding).....	60,707 49
Salaries of general officers and clerks	10,941 05
Wages of conductors and drivers.....	94,418 25
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	55,544 22
Light and fuel.....	2,087 07
Water tax	1,285 48
Damages to persons and property	2,511 55
Legal expenses.....	5,546 13
Advertising, printing and office expenses.....	276 06
Insurance	3,083 89
Removal of snow and ice.....	211 68
Contingencies	3,734 04
Total operating expenses.....	\$308,888 07

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$1,081,935 93
Cost of equipment.....	431,587 38
Other permanent investments	6,000 00
<i>Current assets, as follows, vis.:</i>	
Cash on hand.....	47,040 30
	\$3,066,173 67

LIABILITIES.

Capital stock	\$2,000,000 00
<i>Current liabilities, as follows, vis.:</i>	
Open accounts.....	18,857 36
Profit and loss (surplus)	77,606 34
	\$2,096,173 67

SIXTH AVENUE.

893

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Fifty-ninth street to Canal and Varick streets.....		3.44
Second track on main line.....		3.44
Sidings on main line.....		.75
Total length of all tracks and sidings owned.....		7.63
<i>Length of railways owned and operated by this company, in common with Eighth Avenue Railroad Company, as follows:</i>		
Single track from Canal and Varick sta. to Broadway at Canal and Vesey sta....		1.13
Second track from Canal and Varick sta. to Broadway at Canal and Vesey sta ..		1.13
Total length of single track leased.....		2.24
Grand total length of all tracks and sidings owned and leased.....		9.87
Weight of rail per yard	60 lbs.	
Gauge of track	4 ft. 8 1/4 in.	
Number of box cars.....	102	
Open cars	15	
Horses.....	1,008	
Schedule time making trip one way	48 minutes.	
Cars are run	Every 1 to 16 m.	
Rate of fare per passenger.....	5 cents.	
Number of passengers carried in cars during year (July 1, 1901, to January 31, 1902)	8,032,281	
Average number of employees (including officials) during year.....	488	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$18,800
Clerks		6,380

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	10 to 12	\$3 00
Drivers.....	10 to 12	2 00
Starters.....	10 to 12	\$2 00 and 2 25
Watchmen.....	10 to 12	1 75
Switchmen.....	10 to 12	1 75
Roadmen.....	10 to 12	1 75
Hostlers.....	10 to 12	1 75
Receivers.....	10	2 55

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Others, not employees.....	2	1	3
Total	3	1	4

Officers of the Company.

Name.	Title.	Official Address.
FRANK CURTIS.....	President.....	756 Sixth avenue, N. Y. city.
E. H. GARRISON	Secretary and Treasurer..	756 Sixth avenue, N. Y. city.

REPORT OF THE RAILROAD COMMISSIONERS.

<i>Name.</i>	<i>Directors of the Company.</i>	<i>Residence.</i>
FRANK CURTIS.....		New York city.
HENRY DEMAREST.....		New York city.
ALBERT W. GREEN.....		New York city.
THEO. E. MACY.....		New York city.
CHAS. G. LONDON.....		New York city.
SAM'L THORNE.....		New York city.
HENRY S. MOORE.....		White Plains, N. Y.
F. P. OLCOTT.....		New York city.
EDWARD WESTON.....		New York city.
WM. CARPENTER.....		New York city.
GEO. N. CURTIS.....		New York city.
JOHN E. ALEXANDER.....		New York city.
F. J. A. GAUS.....		New York city.

Title of company, Sixth Avenue Railroad Company.

General offices at 756 Sixth avenue New York city.

Date of stockholders' annual meeting, second Tuesday of February.

For information concerning this report, address E. H. Garrison, Secretary.

SOUTH FERRY (New York city).

LESSOR.

LESSOR — BROADWAY AND SEVENTH AVENUE.

OPERATED BY HOUSTON, WEST STREET AND PAVONIA FERRY.

No report received for year ending June 30, 1899. Operations included in report of Houston, West Street and Pavonia Ferry Railroad Company, *ante.* — R. E. Commissioners.

STATEN ISLAND BELT LINE.

(Date of charter, July 26, 1897.)

No report received for year ending June 30, 1899. Last information as to this company received by the Board of Railroad Commissioners was that the road was in the hands of James D. Van Hoesenburg, receiver, whose address was 79 Cedar street, New York city. See letter filed with Board December 27, 1899 — R. E. Commissioners.

STEINWAY AND HUNTER'S POINT (Long Island City).

(Date of charter, April 21, 1874.)

The Steinway and Hunter's Point Railroad Company was organized and the certificate of incorporation filed in the office of the Secretary of State at Albany, N. Y., April 23, 1893.

The Long Island City Shore Railroad Company was incorporated under chapter 221, Laws of 1874 (passed April 21, 1874), and having been soon after mortgaged the road was sold at foreclosure at public auction at Queens county court-house April 17, 1893 to Mr. William Steinway, who thereafter, under the General Railroad Act and the laws amending the same, associated himself with other parties and formed the present company, viz.: "The Steinway and Hunter's Point Railroad Company of Long Island City" at the date above stated.

The Broadway and Bowery Bay Railroad Company was chartered June 12, 1893, and leased to the Steinway and Hunter's Point Railroad Company January 2, 1895, and on April 13, 1895, was merged into the latter company by exchange of stock.

The Astoria and Hunter's Point Railroad Company was chartered April 23, 1867, and leased to the Steinway and Hunter's Point Railroad Company January 27, 1866, and on April 13, 1866, was merged into the latter company by exchange of stock.

The Steinway Avenue and Bowery Bay Railroad Company was chartered June 20, 1863, and leased to the Astoria and Hunter's Point Railroad Company July 23, 1863, and with the latter company leased to the Steinway and Hunter's Point Railroad Company January 27, 1866, and on April 13, 1866, merged into the latter company by exchange of stock.

The Jackson and Steinway Avenue Railroad Company was chartered July 23, 1879. In 1881 it was enjoined from operating by order of the Supreme Court. On January 27, 1886, it was leased to the Steinway and Hunter's Point Railroad Company, and on April 13, 1886, merged into the latter company by exchange of stock.

All the above being done by the consent of the Board of Railroad Commissioners of the State of New York. Dated April 7, 1886.

LEASED LINE.

The Riker Avenue and Sandford's Point Railway Company was organized and articles of association filed in the Secretary of State's office, September 23, 1886. The franchise on Riker avenue within Long Island City, was purchased at public auction December 2, 1886, and the grant issued by the mayor and treasurer of Long Island City, N. Y., under date of December 4, 1886, and recorded in Queens county clerk's office, in liber 664 of deeds, December 7, 1886. The consents of a majority of owners in assessed value abutting on the line were filed in Queens county clerk's office, January 22, 1887. The road was completed and running June 1, 1887, and leased with its depot to the Steinway and Hunters Point Railroad Company, in 1887, for \$1,251.90 and payment of all taxes and keeping said road in perfect condition.

The Steinway and Hunter's Point Railroad Company was sold under foreclosure proceedings on January 30, 1892, at Queens county court-house to William Steinway, who as mortgagee has operated its lines to the date of sale of said lines, viz.: March 30, 1892, to the Steinway Railway Company.

Capital Stock and Funded Debt.

	Number of shares.	Total par value.
Authorized by law or charter	2,500	\$250,000
Issued for reorganization of Long Island City Shore R. R.	600	\$60,000
Issued to retire second mortgage	500	50,000
Issued in exchange of stock of the following companies: Broadway and B. B. R. Co., Astoria and Hunter's Point R. R. Co., Jackson and Steinway Ave. R. R. Co., Steinway Ave. and B. B. & K. R. Co ..	1,400	140,000
Total now outstanding	2,500	\$250,000

*FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate.	When payable.	
Steinway and Hunter's Point R. R. Co	July 1, 1908	p.c.	Jan. 1 & July 1	\$60,000
Broadway and B. B. R. Co.	July 1, 1908	6	Jan. 1 & July 1	60,000
Astoria and Hunter's Point R. R. Co	June 1, 1887	7	June 1 & Dec. 1	25,000
Steinway Avenue and B. B. R. Co.	July 10, 1908	6	Feb. 1 & Aug. 1	30,000
Steinway and Hunter's Point R. R. Co	On demand..	6	Jan. 1 & July 1	100,000
Steinway and Hunter's Point R. R. Co	On demand..	6	Jan. 1 & July 1	80,000
Steinway and Hunter's Point R. R. Co	On demand..	6	Jan. 1 & July 1	105,000
Total .....	.....	.....	.....	\$450,000

* Issued partly for cash and partly for exchange of outstanding bonds at the date of the merger, April 13, 1886. The original issue of mortgage bonds of the respective companies now forming the Steinway and Hunter's Point Railroad Company are still outstanding and assumed by the latter company under the merger agreement.

REPORT OF THE RAILROAD COMMISSIONERS

Cost of Road and Equipment.

ROAD.	Additions or betterments during nine months ending March 31, 1893.	Total cost of road and equipment up to March 31, 1893.
Roadbed, superstructure and rails	\$10,886 84	\$62,877 55
Real estate		6,803 09
Buildings and fixtures	439 23	58,432 19
Purchase of constructed road		322,556 45
Total cost of road	\$11,325 06	\$445,154 16
EQUIPMENT.		
Horses		\$40,462 22
Harness	\$373 23	6,732 88
Cars, other than motor cars	3,397 21	68,368 88
Motor cars and fixtures		522 20
Wagons, trucks, snow-plows, sleighs	542 86	7,972 51
Total cost of equipment	\$4,213 30	\$194,668 69
Grand total cost of road and equipment	\$15,548 36	\$639,822 79

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Extraordinary items of construction, caused solely by the extensive improvements of Vernon and Jackson lines, under special legislation, for the city of Long Island City	\$10,886 84
Additional stalls and alterations to waiting-room at Astoria ferry, also carriage sheds	439 23
Increasing harness supply	373 23
Completing the increase of box cars in addition to alterations on old ones	3,397 21
New wagon for superintendent, sprinklers, overhauling watering cart, etc	542 86
Total	\$15,548 36

Income Account for Nine Months Ending March 31, 1893.

Gross earnings from operation	\$112,773 81
Less operating expenses (excluding all taxes)	114,536 43

Net deficit from operation

\$1,757 67

Income from other sources, as follows, viz.:

Brooklyn and Croastown Railroad Company	\$940 00
Long Island City and Newtown Railroad Company for use of Borden avenue track from Vernon avenue to Hunter's Point ferries ..	75 00
Sales of horses	409 45
	724 45

Gross deficit from all sources

\$1,033 22

Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$1,114 16
Taxes on earnings and capital stock	88 45
Taxes other than above	113 54
Interest on funded and unfunded debt due and accrued	20,437 50
Discount	3,002 63
Rental of leased lines, Riker avenue and Sandford's Point railroad ..	1,313 94
Stalls and waiting room at Astoria ferry	607 40
	26,767 61

Deficit for nine months ending March 31, 1893

\$37,800 83

General Income Account.

Deficit for nine months ending March 31, 1893	\$37,800 83
Deficit up to June 30, 1891	
Spurious coin	118 25
Reducing horse account	5,100 00
Rent and operating expenses	60 68
Discount and interest	111 16
	\$53,190 92

Deduct credit item of interest on funded debt

450 00

22,740 92

Total deficit March 31, 1893

\$602,832 13

STEINWAY AND HUNTER'S POINT.

897

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$112,566 21
From tickets	210 60
Total gross earnings.....	<u>\$112,786 81</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$3,896 85
Repairs of buildings and fixtures.....	716 78
Repairs of cars (not motors) and other vehicles.....	5,170 55
Repairs of motor cars and fixtures.....	37 06
Repairs of harness and stable equipment.....	1,551 21
Horseshoeing	2,632 73
Provender (including expense of grinding).....	27,537 95
Salaries of general officers and clerks.....	7,004 92
Wages of conductors and drivers on horse cars.....	80,746 43
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	23,632 54
Light and fuel other than at power house.....	1,320 19
Water tax.....	35 78
Damages to persons and property.....	1,594 60
Legal expenses.....	1,706 41
Advertising, printing and office expenses.....	2,026 57
Insurance.....	1,314 98
Removal of snow and ice, miscellaneous expenses.....	992 07

Contingencies :

Stable supplies	\$2,051 00
Oil and waste.....	278 52
Horse medical attendance.....	600 19
Medical attendance to persons	650 00
	<u>3,580 01</u>

Total operating expenses.....	<u>\$114,586 48</u>
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General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$445,154 10
Cost of equipment.....	124,666 09
Current assets as follows, viz.:	
Cash on hand.....	\$37 95
Open accounts.....	2,426 22
Supplies on hand	4,351 18
	<u>7,894 75</u>
Profit and loss (deficiency).....	262,852 13
	<u>\$680,497 67</u>

LIABILITIES.

Capital stock	\$350,000 00
Funded debt	450,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued.....	32,323 49
Bills payable and loans.....	23,255 28
Open accounts.....	4,748 90
	<u>\$680,497 67</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Hunter's Point ferries to Astoria and Steinway....	13
Single track, branch, from East river, at Broadway, to Steinway avenue	2
Single track, branch, from corner of Flushing and Steinway avenues to city line.....	50
Total length of single track on main line and branches.....	<u>15.50</u>
Second track on main line and branches.....	10.75
Sidings on main line and branches.....	2
Total length of all tracks and sidings owned.....	<u>28.25</u>

REPORT OF THE RAILROAD COMMISSIONERS.

Length of railways actually leased and operated by this company, as follows :

Single track from Steinway avenue to Grand pier, Bowery Bay.....	1.75
Single track from east end of Flushing avenue to Bowery Bay road.....	.75
Total length of single track leased.....	2.50
Second track and sidings.....	.75
Total length of all tracks and sidings leased.....	3.25
Grand total length of all tracks and sidings owned and leased.....	\$1.50

Weight of steel rail per yard.....	47 lbs.
Gauge of track.....	4 ft. 8 $\frac{1}{4}$ in.
Number of box cars, not motors.....	60
Open cars, not motors.....	39
Horses and mules.....	276
Number of motor cars.....	3
Schedule time making trip one way:	
Via Steinway and Jackson avenues.....	40 minutes.
Via Vernon avenue.....	50 minutes.
Cars are run.....	Every 5 to 15 min.
Rate of fare per passenger.....	5 cents; school children, 2 and 3 cents.
Number of passengers carried in cars during nine months.....	2,258,512
Average number of employes (including officials) during year.....	160

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President.....		\$3,000 00
General manager.....		2,400 00
Bookkeeper at depot.....		1,300 00
Bookkeeper at 111 East Fourteenth street.....		360 00
Receivers.....		832 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$2 00
Drivers.....	12	2 00
Starters.....	12	2 00
Watchmen.....	12	1 75
Roadmen.....	12	1 50
Hostlers and stablemen.....	10	1 75
Blacksmith and car builders.....	10	2 50
Horsehoers.....	10	3 50
Car builders.....	10	2 00

NUMBER OF ACCIDENTS.

	Injured.
Passengers.....	2

Officers of the Company.

Name.	Title.	Official Address.
LOUIS VON BERNUTH.....	President.....	111 E. 14th st., N. Y. city.
CHARLES F. TRETSBAR.....	Secretary and Treasurer..	111 E. 14th st., N. Y. city.
A. S. MOULTON.....	Superintendent.....	Long Island City, N. Y.

Directors of the Company.

Name.	Residence.
WILLIAM STEINWAY.....	New York city.
LOUIS VON BERNUTH.....	Long Island City.
CHARLES F. TRETSBAR.....	New York city.
HARRY D. LOW.....	Mount Vernon, N. Y.
WALTER C. FOSTER.....	Long Island City.
HENRY A. CASSEBEER, JR.....	Long Island City.
H. E. KLEBER.....	New York city.

Title of company, Steinway and Hunter's Point Railroad Company.

General offices at 111 East Fourteenth street, New York city, and Steinway, Long Island City, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, last Friday in April.

For information concerning this report, address Louis Von Bernuth, President, 111 E. Fourteenth street, New York city.

STEINWAY.

(Date of charter, March 22, 1892.)

The Steinway Railway Company of Long Island City was organized and incorporated March 22, 1892, under and by virtue of "The Railroad Law" of the State of New York, for the purpose of building, maintaining and operating a railroad, or of maintaining and operating a railroad already built, not owned by a railroad corporation, or for both purposes, in, upon, through and along the streets, avenues and highways in the city of Long Island City and in the townships of Newtown and Flushing. It will be twenty-six miles long and its terminus will be in said Steinway in the said Long Island City and the said townships. Its number of incorporators is fifteen and its board of directors is composed of nine persons, who shall manage the affairs for the first year. Its principal office is to be located in Steinway or Long Island City and county of Queens. On March 30, 1892, this company, by proper deed of conveyance, purchased free and clear from all incumbrances all of the real and personal property, rights, franchise, equipments, cars, horses, tools, fixtures, plant and assets and all other appurtenances formerly owned by the Steinway and Hunter's Point Railroad Company, by the issue and delivery of 24,785 shares of the capital stock and 600 first mortgage bonds of this company at \$1,000 each, and at once assumed active control of the entire lines.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	\$2,500,000	.....
Issued for actual cash	265	\$26,500	\$26,500
Issued for the purchase of the old Steinway and Hunter's Point Railroad Company, free and clear from all incumbrances	24,785	2,473,500	.....
Total now outstanding	25,000	\$2,500,000	\$26,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Steinway Railway Company	July 1, 1893	p.c. 6	Jan. 1 and July 1	\$600,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during quarter ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$41,068 48	\$30,475 12
Electric appliances pertaining to road and superstructure	8,800 00	8,800 00
Right of way .....	.....	12,470 86
Real estate .....	.....	6,300 00
Buildings and fixtures, exclusively used for electric purposes	12,667 33	12,667 33
All other buildings and fixtures	1,755 68	55,175 78
Purchase of constructed road .....	.....	2,620,884 48
Total cost of road	\$64,291 44	\$3,007,778 57

Cost of Road and Equipment — (Continued).

EQUIPMENT.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Horses	\$850 00	\$41,328 28
Harness	660 73	7,453 61
Cars, other than motor cars	1,120 83	69,967 71
Motor cars and fixtures	16,938 70	16,938 70
Darnier motor car		533 20
Wagons, trucks, snow-plows, sleighs	157 96	8,130 49
Total cost of equipment	\$19,772 24	\$144,438 99
Grand total cost of road and equipment	\$84,068 68	\$3,152,212 50

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

The Steinway Railway Company is now changing the motive power of its road, viz., from that of horse into electric. The entire portion operated between the Astoria ferry and its depot, thence over the leased tracks of the Riker Avenue and Sandford's Point Railroad Company to Riker avenue depot, is rapidly approaching completion, and will be operated under what is known as the Eickemeyer-Field system. The items entering into cost of organization consist of State tax, lawyer fees, premium on guaranteeing title for \$1,000,000, engraving, stock-book and bonds, certifying 600 \$1,000 bonds, etc. A single track of steel rails is now being laid on Jackson avenue from the corner of Jackson and Steinway avenues to Woodside. Extraordinary items of construction have been incurred by the extensive improvements of Vernon and Jackson avenues, now being made by the city under special legislation.			\$41,068 48
The electrical appliances were made to the portion of electric roads referred to. A temporary power plant has been erected adjoining Steinway & Sons' factory in Long Island City, containing three large belts for dynamos, pulleys, shafting, hangers, etc., three 100-horse power dynamos, and all other appliances complete and ready for attachment of line wire.			12,667 38
A new carriage house and additional stables have been added to stable at Astoria ferry			1,755 66
Additional horses purchased to meet summer traffic			850 00
Also harness for same purpose			660 73
Constructing new cars, improving and altering old ones			1,120 83
Labor and material in altering six cars for electric motors, including six motors and all connections			16,938 70
Additions to this equipment			157 96
Total			\$84,068 68

Income Account for Quarter Ending June 30, 1892.

Gross earnings from operation	\$41,740 28
Less operating expenses (excluding all taxes)	87,001 14
Net earnings from operation	\$4,739 78
<i>Income from other sources as follows, viz.:</i>	
Brooklyn Crosstown Railroad Company	\$80 00
Long Island City and N. R. R. Co., for use of Borden avenue track from Vernon avenue to Hunter's Point ferries	25 00
	105 00
Gross income from all sources	\$4,844 78
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	\$309 28
Taxes other than above	18 74
Interest on funded debt due and accrued	9,000 00
Interest on unfunded debt	534 11
Rent of leased lines, R. Ave. and S. Pt. R. R.	437 96
Rent of stalls and waiting room at Astoria ferry	256 00
	10,456 09
Deficit for quarter ending June 30, 1892	\$5,611 19

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passenger fares	\$41,008 98
Car tickets	47 98
Total gross earnings	<u>\$41,740 98</u>

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$619 28
Repairs of buildings and fixtures	165 51
Repairs of cars (not motors) and other vehicles	2,856 72
Repairs of harness and stable equipment	546 84
Horseshoeing	818 77
Renewals of horses and mules	429 89
Provender (including expense of grinding)	9,279 94
Salaries of general officers and clerks	2,279 58
Wages of conductors and drivers on horse cars	9,683 80
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	6,986 07
Light and fuel, other than at power house	314 95
Water tax	80 00
Damages to persons and property	170 15
Legal expenses	651 19
Advertising, printing and office expenses	735 18
Insurance	274 25
Contingencies: Stable supplies, \$406.37; oil and waste, \$103.14	709 51
Horse medical attendance, \$174.65; miscellaneous expense, \$284.53	459 45
Total operating expenses	<u>\$37,001 14</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$3,007,773 87
Cost of equipment	144,428 98
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$817 25
Open accounts	10,011 96
Supplies on hand	3,765 16
	<u>14,594 37</u>
Profit and loss (deficiency)	5,611 28
	<u>\$3,172,418 15</u>

LIABILITIES.

Capital stock	\$2,500 000 00
Funded debt	600,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued	\$8,978 42
Bills payable and loans	39,114 54
Open accounts	24,825 19
	<u>72,418 15</u>
	<u>\$3,172,418 15</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Hunter's Point ferries to Astoria and Steinway		13
Single track, branch, from East river, at Broadway, to Steinway avenue		2
Single track, branch, from corner Flushing and Steinway avenues to city line .....		.50
Also from Jackson and Steinway avenues to Woodside, in course of construction, about .....		.75
Total length of single track on main line and branches		<u>16.25</u>
Second track on main line and branches		10.75
Sidings on main line and branches		2
Total length of all tracks and sidings owned		<u>29</u>
<i>Length of railways actually leased and operated by this company, as follows:</i>		
Single track from Steinway avenue corner Riker avenue to Grand pier, North Beach		1.75
Single track from east end of Flushing avenue to Bowery Bay road .....		.75
Total length of single track leased		<u>2.50</u>
Second track and sidings .....		.75
Total length of all tracks and sidings leased		<u>3.25</u>
Grand total length of all tracks and sidings owned and leased		<u>32.25</u>

Weight of duplex rail per yard	66 lbs.
Weight of girder rail per yard	70 lbs.
Weight of steel rail per yard	47 lbs.
Gauge of track	4 ft. 8 $\frac{1}{2}$ in.
Number of box cars, not motors	54
Open cars, not motors	39
Horses and mules	279
Number of motor cars	6
Cars are run	Every 5 to 15 minutes.
Schedule time making trip one way:	
Via Steinway and Jackson avenues	40 minutes.
Via Vernon and Flushing avenues	50 minutes.
Rate of fare per passenger	5 cents; school children, 2 and 3 cents.
Number of passengers carried in cars during quarter	835,439
Average number of employes (including officials) during quarter	159

Salaries, Wages, Etc., of Officers and Employes.

OFFICERS AND CLERKS.		Annual salary.
General manager		\$3,000 00
Secretary		2,000 00
Bookkeeper at 111 East Fourteenth street		260 00
Bookkeeper at depot		1,300 00
Receivers at depof		832 00

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers	12	2 00
Starters	12	2 00
Watchmen	12	1 75
Roadmen	12	1 60
Hoisters and stablemen	10	1 75
Blacksmith	10	2 50
Horsehoers	10	3 50
Carpenters (car builders)	10	2 50

NUMBER OF ACCIDENTS.

	Injured.
Passengers	7
Others not employes	1
Total	8

Officers of the Company.

Name.	Title.	Official Address.
GEORGE A. STEINWAY	President	109 E. 14th st. N. Y. city.
LOUIS VON BERNUTH	Secretary	111 E. 14th st. N. Y. city.
HARRY D. LOW	Treasurer	111 E. 14th st. N. Y. city.
ALFRED D. MOULTON	Superintendent	Steinway, Long Island City.

Directors of the Company.

Name.	Residence.
GEORGE A. STEINWAY	Great Neck, N. Y.
LOUIS VON BERNUTH	Long Island City.
ADOLPH H. BURKARD	Long Island City.
DAVID HORN	Long Island City.
HARRY D. LOW	Mount Vernon, N. Y.
CHARLES H. STEINWAY	New York city.
HENRY ZIEGLER	New York city.
HENRY A. CASSEBEER, JR.	Long Island City.
CHARLES F. TRETBAR	New York city.

Title of company, Steinway Railway Company of Long Island City.
General offices at Steinway, Long Island City, N. Y., and 111 East Fourteenth street, New York city.

Date of close of fiscal year June 30.
For information concerning this report, address Louis Von Bernuth, Secretary, 111 E. Fourteenth street, New York city.

STILLWATER AND MECHANIOVILLE.

(Date of charter, November 13, 1882.)

Organized in fall of 1882 and completed the following year.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	Number of shares.	Total par value.	
Authorized by law or charter	1,600	\$40,000	.....
Issued for actual cash	400	\$10,000	\$10,000
Issued on account of construction	28	700	700
Issued for dividends	35	875	.....
Total now outstanding	463	\$11,575	\$10,700

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	Apr. 1, 1893	p. c. 6	April and Oct.	\$12,000	\$12,000
Second mortgage bonds.....	Apr. 1, 1900	6	April and Oct.	5,500	5,500

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails.....		.....	\$28,914 96
Real estate.....		.....	800 00
Buildings and fixtures.....		.....	802 57
Total cost of road .....		.....	\$30,517 53
EQUIPMENT.			
Horses		\$287 50	\$1,177 20
Harness .....		.....	75 00
Cars.....		.....	3,000 00
Wagons, trucks, snow-plows, sleighs .....		.....	274 73
Total cost of equipment.....		\$287 50	\$4,526 93
Grand total cost of road and equipment		\$287 50	\$30,044 46

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS OR DEDUCTIONS DURING THE YEAR.

Team horses (less one horse sold)	\$337 36
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Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$6,607 40
Less operating expenses (excluding all taxes).....	4,846 28

Net earnings from operation	\$1,760 17
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Income from other sources, as follows, viz.:

Advertising in car.....	50 00
Manure.....	31 50

Gross income from all sources	\$1,840 67
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Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$176 80
Taxes on earnings and capital stock.....	38 71
Taxes other than above.....	21 00
Interest on funded debt due and accrued.....	1,045 00
	1,282 11

Net income from all sources	\$558 56
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Payments from net income, as follows, viz.:

Dividends declared, 5 per cent on capital stock	558 00
---	--------

Surplus for year ending June 30, 1892.....	\$3 56
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General Income Account.

Surplus for year ending June 30, 1892.....	\$3 56
Surplus up to June 30, 1891	433 52

Total surplus June 30, 1892	\$437 08
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Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	\$5,968 20
From express earnings.....	324 05
From freight, errands and mail.....	290 15

Total gross earnings.....	\$6,607 40
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$761 84
Repairs of buildings and fixtures.....	46 02
Repairs of cars and other vehicles	105 43
Repairs of harness and stable equipment.....	104 03
Hornshoeing.....	150 35
Provender (including expense of grinding).....	1,005 69
Salaries of general officers and clerks.....	237 50
Wages of conductors and drivers.....	1,275 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	401 21
Light and fuel.....	75 4
Shed rent.....	5 07
Damages to persons and property	108 5
Advertising, printing and office expenses	35 1
Insurance	44 0
Removal of snow and ice	250 51
Contingencies: Oil and waste	5 4

Total operating expenses	\$4,846 28
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STILLWATER AND MECHANIOVILLE.

905

General Balance Sheet June 30, 1893.

ASSETS.

Cost of road	\$35,517 53
Cost of equipment.....	4,586 93
<i>Current assets, as follows, viz.:</i>	
Open accounts.....	88 72
Supplies on hand	165 35
	<u>\$30,296 53</u>

LIABILITIES.

Capital stock.....	\$11,575 00
Funded debt.....	17,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	\$386 85
Dividends unpaid.....	285 00
Open accounts	204 60
	<u>736 45</u>
Profit and loss (surplus)	497 08
	<u>\$30,296 53</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Stillwater to Mechanioville		4.25
Sidings on main line and branches .....		.07
Total length of all tracks and sidings owned.....		<u>4.32</u>
Weight of rail per yard	35 and 30 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of cars, not motors.....	1	
Open cars, not motors.....	1	
Horses and mules.....	1	
Schedule time making trip one way.....	45 minutes.	
Cars are run.....	7 trips per day.	
Rate of fare per passenger	15c. 10c. and 5c.	
Number of passengers carried in cars during year.....	58,387	
Average number of employees (including officials) during year.....	7	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President and superintendent		\$150 00
Secretary and treasurer.....		150 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	\$3 00
Drivers.....	10	1 50
Roadmen	10	1 50
Hostlers.....	12	1 50

Officers of the Company.

Name.	Title.	Official Address.
WILLIAM L. DENISON.....	President and Superintendent....	Stillwater, N. Y.
EDWARD I. WOOD	Secretary and Treasurer	Stillwater, N. Y.
LYMAN SMITH.....	Treasurer's Assistant	Stillwater, N. Y.
PETER VAN VECHTEN	Vice-Pres. and Purchasing Agt....	Stillwater, N. Y.

Directors of the Company.

Name.	Residence.
WILLIAM L. DENISON	Stillwater, N. Y.
WILLIAM DENISON	Stillwater, N. Y.
WILLIAM H. BLOOD	Stillwater, N. Y.
THOS. O. PRAY	Stillwater, N. Y.
LYMAN SMITH	Stillwater, N. Y.
WM. W. SMITH	Stillwater, N. Y.
PETER VAN VECHTEN	Stillwater, N. Y.
PETER O. WETSEL	Stillwater, N. Y.
EDWIN H. WETSEL	Stillwater, N. Y.
EDWARD I. WOOD	Stillwater, N. Y.
S. FRANCIS WOOD	Stillwater, N. Y.
W. R. PALMER	Stillwater, N. Y.
GEORGE H. LANSING	Stillwater, N. Y.
MERRIT F. HUTCHINS	Mechanicville, N. Y.
HERBERT O. BAILEY	Mechanicville, N. Y.

Title of company, Stillwater and Mechanicville Street Railway Company.

General offices at Stillwater, Saratoga county, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Friday in November.

For information concerning this report, address Edward I. Wood, Secretary.

SYRACUSE CONSOLIDATED.

(Date of charter, May 23, 1890.)

On July 1, 1890, the Syracuse Consolidated Street Railway Company, under its charter, took possession of the following street railways of Syracuse under perpetual leases from said several railroad companies, to wit: Third Ward Railroad Company, Fourth Ward Railroad Company, Fifth Ward Railroad Company, Seventh and Eleventh Wards Railroad Company, Genesee and Water Street Railroad Company, Woodlawn and Butternut Street Railroad Company, Syracuse and Geddes Railroad Company and New Brighton and Onondaga Valley Railroad, which railroads have since been operated by said company.

This company is now operating 17¾ miles of its roads by electricity and 16½ miles by horse power.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	12,500	\$1,250,000	.....
Issued for actual cash	40	\$4,000	\$4,000
Issued on account of construction	12,460	1,246,000	1,246,000
Total now outstanding	12,500	\$1,250,000	\$1,250,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	July 1, 1920	p c.	Jan. & July	*\$1,242,000	\$222,8
Prior liens:					
Seventh Ward road	Aug. 1, 1906	6	Feb. & Aug.	500	.....
Fourth Ward road	May 1, 1908	6	May & Nov.	2,500	.....
Syracuse and Geddes road	Sept. 1, 1907	6	Mch. & Sept.	500	.....
Woodlawn & Butternut Street road..	Sept. 1, 1907	6	Mch. & Sept.	2,900	.....
Total .....	.....	.....	.....	\$1,248,400	\$222,8

* Issued for property, \$1,000,000.

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$66,366 46	\$2,277,518 87
Electric appliances pertaining to road and superstructure	8,150 00	86,248 95
Real estate		44,728 00
Buildings and fixtures, exclusively used for electric purposes		15,584 00
All other buildings and fixtures	11,954 82	44,729 02
Total cost of road	\$86,471 28	\$2,418,798 84
EQUIPMENT.		
Horses		\$31,879 70
Harness	\$208 00	8,944 90
Cars, other than motor cars		30,917 00
Motor cars and fixtures	17,358 96	91,148 84
Wagons, trucks, snow-plows, sleighs		5,048 00
Total cost of equipment	\$17,556 96	\$182,338 44
Grand total cost of road and equipment	\$104,028 00	\$2,581,131 78

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Roadbed, superstructure and rails, changing horse roads to electric roads	\$66,366 46
Electric appliances, poles, wire, etc.	8,150 00
All other buildings and fixtures, adding generator to power house, lathes and other machinery to machine shop and changing a barn to be used as a machine shop, carpenter and paint shops	11,954 82
Total	\$86,471 28

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$217,117 68
Less operating expenses (excluding all taxes)	164,007 84
Net earnings from operation	\$53,109 79
<i>Income from other sources, as follows, viz.:</i>	
Rent from real estate	887 60
Gross income from all sources	\$58,947 89
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	\$5,829 17
Interest on funded debt due and accrued	66,061 94
	71,874 11
Deficit for year ending June 30, 1892	\$17,426 72

General Income Account.

Deficit for year ending June 30, 1892	\$17,426 72
Surplus up to June 30, 1891	896 76
Total deficit June 30, 1892	\$16,529 96

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers	\$217,117 68
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$314 85
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires, and all other track fixtures.....	1,187 17
Repairs of buildings and fixtures, exclusively used for mechanical power.....	255 82
Repairs of all other buildings and fixtures.....	609 60
Repairs of cars (not motors) and other vehicles.....	1,368 85
Repairs of motor cars and fixtures.....	9,788 28
Repairs of harness and stable equipment.....	775 15
Horseshoeing.....	8,945 98
Provender (including expenses of grinding).....	25,700 27
Salaries of general officers and clerks.....	7,728 88
Wages of conductors and drivers on horse cars.....	27,437 74
Wages of conductors and motor men on cars propelled by mechanical traction..	33,947 65
Wages of engineer, firemen and all others employed at power house.....	6,596 66
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	16,753 37
Light and fuel, other than at power house.....	2,972 07
Fuel, light and other supplies used at power house.....	14,091 07
Water tax.....	96 77
Damage to persons and property.....	250 35
Legal expenses.....	170 22
Advertising, printing and office expenses.....	2,314 54
Insurance.....	4,016 18
Removal of snow and ice.....	2,371 58
Contingencies.....	1,355 84
Total operating expenses.....	<u>\$164,007 84</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road.....	\$2,418,793 34
Cost of equipment.....	162,838 44
Current assets, as follows, viz.:	
Cash on hand.....	1,917 61
Open accounts.....	5,791 11
Supplies on hand.....	1,000 00
Profit and loss (deficiency).....	16,525 96
	<u>\$2,606,370 46</u>

LIABILITIES.

Capital stock.....	\$1,250,000 00
Funded debt.....	1,248,400 00
Current liabilities, as follows, viz.:	
Bills payable.....	105,600 60
Open accounts.....	2,970 46
	<u>\$2,606,370 46</u>

Characteristics of Road, Equipment, Etc.

Length of railway owned by company, as follows:	Miles.
Single track, main line.....	34
Single track, branch.....	3
Total length of single track on main line and branches.....	37
Second track on main line and branches.....	5.38
Sidings on main line and branches.....	2.34
Total length of all tracks and sidings owned.....	<u>34.67</u>
Weight of rail per yard.....	85 to 66½ lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars, not motors.....	68
Open cars, not motors.....	17
Horses and mules.....	2
Number of motor cars.....	1
Dummies.....	1
Schedule time making trip one way.....	Every 30 min
Cars are run.....	Every 5 and 10 min
Rate of fare per passenger.....	8, 4 and 5 cent
Number of passengers carried in cars during year.....	4,828,1
Average number of employees (including officials), during year.....	2

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

	Annual salary
General manager, general superintendent, electrician, bookkeeper, collector, clerks, messenger.....	<u>\$10,025</u>

SYRACUSE CONSOLIDATED.

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OTHER EMPLOYES

	Average number of hours on duty per day.	Wages per day.
Conductors	10	\$1 48
Drivers.....	10	1 48
Watchmen	12	1 38
Roadmen	10	1 50
Hostlers	10	1 38
Foreman.....	14	1 97
Engineers.....	10	1 68

Officers of the Company.

Name.	Title.	Official Address.
JOHN DUNN, JR.....	President.....	Syracuse, N. Y.
THEODORE L. POOLE	Secretary.....	Syracuse, N. Y.
FRED C. EDDY	Treasurer.....	Syracuse, N. Y.
ADELBERT BARTLETT	Superintendent	Syracuse, N. Y.

Directors of the Company.

Name.	Residence.
JOHN DUNN, JR.....	Syracuse, N. Y.
B. S. ALDRICH	Syracuse, N. Y.
F. C. EDDY.....	Syracuse, N. Y.
T. L. POOLE.....	Syracuse, N. Y.
M. C. PALMER.....	Syracuse, N. Y.
JOHN S. KAUFFMAN.....	Syracuse, N. Y.
WM. A. BEACH.....	Syracuse, N. Y.
A. A. SCHENCK.....	Syracuse, N. Y.
LOUIS MARSHALL.....	Syracuse, N. Y.
L. R. BACON	New York city.
CASSIMER TAG.....	New York city.
CLARENCE H. WILDS.....	New York city.
SIMON WORMSER	New York city.

Title of company, The Syracuse Consolidated Street Railway Company.
General offices at Syracuse, N. Y.
Date of close of fiscal year, June 30.
Date of stockholders' annual meeting, first Tuesday in January.
For information concerning this report, address F. C. Eddy, Treasurer.

* SYRACUSE, EASTWOOD HEIGHTS AND DEWITT.

(Date of charter, September 6, 1890.)

This company was organized as a street surface railroad, to be operated from the eastern boundary of the city of Syracuse to the center of the village of East Syracuse, about four miles in length. On December 22, 1890, a franchise was given it by the city of Syracuse to extend its tracks from its then western terminus westerly through various streets to Warren street, in the center of the city of Syracuse, a distance of about two miles. In December, 1890, the town authorities of the town of DeWitt gave the company the right to extend its tracks from a point near Messina Springs, in the town of DeWitt, westerly to the eastern boundary of Syracuse, a distance of about one and one-half miles. On March 16, 1891, the city of Syracuse gave said company a franchise to extend its tracks through East James street about one and one-half miles, connecting the east extension with the prior one, making continuous lines total length about nine miles. Franchises have been granted the road to operate by electricity, and it is the intention to so operate it. About four miles of track are now laid, and the work is still in progress. The road is incorporated under the general laws of the State applicable to street surface railroads.

* Road not as yet in actual operation.

REPORT OF THE RAILROAD COMMISSIONERS.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
*Authorized by law or charter, issued for actual cash and now outstanding	400	\$40,000	\$0.00

FUNDED DEBT.

DESIGNATION OF LIEN.	Rate of interest.	Amount outstanding.	Cash realized on amount outstanding.
Mortgage to secure bonds to be issued.....	6 per ct.	\$1,000	\$1.00

Cost of Road.

	Additions or betterments during year ending June 30, 1892.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$19,880 81	.....
Total cost of road.....	\$19,880 81	\$45,297 34

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

During the past year about two miles of track has been laid, track graded, etc., and about one mile more of road has been graded and ready for rails. The ties have been purchased for this, and upwards of \$1,000 has been expended in grading and making excavations upon private lands over which the road is to run. The company has for some time been awaiting an opportunity to make arrangements with private owners for a strip of land now in litigation, over which to lay its track, connecting the track already laid with the road now graded and ready for the rails.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$45,297 34
Current assets, as follows, viz.:	
Cash on hand.....	794 34
	<u>\$46,091 68</u>

LIABILITIES.

Capital stock	\$0,000 00
Funded debt.....	1,000 00
Current liabilities, as follows, viz.:	
Open accounts, to directors.....	35,157 00
Sundries.....	933 68
	<u>\$46,091 68</u>

* Increased to 1,500 in June, 1891. None of the increased stock has been issued or disposed of. Forty shares of the original stock were paid for in full, and upon the 360 shares ten per cent cash has been paid in.

SYRACUSE, EASTWOOD HEIGHTS AND DeWITT.

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Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Syracuse to East Syracuse	A	8.50
Single track, branch, from Messina Springs to Sedgwick street		1.50
Total length of single track on main line and branches		5.
Weight of rail per yard		85 lbs.
Gauge of track		4 ft. 8 $\frac{1}{4}$ in.
Number of box cars		1
Open cars		1
Dummies		1

Officers of the Company.

Name.	Title.	Official Address.
NELSON L. WILLIAMS	President	Syracuse, N. Y.
GEORGE B. LEONARD	Secretary and Treasurer	Syracuse, N. Y.
ADELBERT L. WILLIAMS	Superintendent	Syracuse, N. Y.

Directors of the Company.

Name.	Residence.
NELSON L. WILLIAMS	Syracuse, N. Y.
GEORGE B. LEONARD	Syracuse, N. Y.
LUZERNE WILLIAMS	Syracuse, N. Y.
EDWARD S. TEFFT	Syracuse, N. Y.
GEORGE B. WARNER	Syracuse, N. Y.
MOWEY S. WILLIAMS	Syracuse, N. Y.
THOMAS LEONARD	Syracuse, N. Y.

Title of company, Syracuse, Eastwood Heights and De Witt Railroad Company.

General offices at Syracuse, N. Y.

Date of close of fiscal year, not fixed.

Date of stockholders' annual meeting, second Tuesday in October.

For information as to this report, address George B. Warner.

THIRD AVENUE (New York city).

(Date of charter, October 8, 1853.)

This company, in the form of a partnership, obtained from the city of New York a grant to build a road from Park Row to the Harlem river, and under said grant they constructed the road from Park Row through Chatham street, Bowery and Third avenue to Sixty-first street, and equipped and operated the same, as well as a line of omnibuses. In October, 1853, the present company was chartered, with a capital of \$1,170,000, and continued construction, extending the road to the Harlem river, and in 1870 they leased the road through One Hundred and Twenty-fifth street, from the East river to the Hudson river, with necessary stables and other buildings, and later, in 1880, acquired full control of the same by purchase. In 1883, they commenced to build a road on Tenth avenue from One Hundred and Twenty-fifth to One Hundred and Eighty-sixth street, to be operated by cable, which was completed in 1886, and is now in operation. The company is now cabling the main line on Third avenue, and expects to have same completed before the end of 1892.

The cable road on Third avenue has been very much delayed, caused by unforeseen obstructions, but the company is in hopes of running it before the end of 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter	50,000	\$5,000,000
Issued for actual cash on account of construction and now outstanding	40,000	4,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bonds.....	1937	p.c. 5	Jan. and July	\$5,000,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of cable appliances pertaining to road and superstructure.....		\$1,442,165 42
Cable appliances pertaining to road and superstructure.....		1,226,463 11
Real estate.....	\$195 79	58,324 51
Buildings and fixtures exclusively used for cable purposes.....	1,716 27	350,878 02
All other buildings and fixtures.....	66,506 21	1,622,616 42
Total cost of road.....	\$68,409 25	\$4,826,549 48
EQUIPMENT.		
Horses.....		\$329,250 00
Machinery, boilers, engines and cables.....	\$58,205 71	224,831 10
Cars, other than cable cars.....		329,861 79
Cable cars and fixtures.....		92,830 19
Harness, tools, etc.....		30,000 00
Total cost of equipment.....	\$58,205 71	\$1,022,813 08
Grand total cost of road and equipment.....	\$126,614 96	\$5,849,361 56

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Assessment on cable building.....	\$216 27
Improvement on cable building.....	1,500 00
Arrears of assessment on buildings.....	26,805 12
Completion of new Harlem depot.....	52,701 08
Assessment on real estate.....	175 77
Improvement in cable road machinery, including additional boilers.....	58,205 71
	\$126,614 96
Less for real estate taken by the city of New York for improvements.....	14,260 00
Total.....	\$112,354 96

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....	\$1,741,072 47
Less operating expenses (excluding all taxes).....	1,184,804 35
Net earnings from operation.....	\$556,268 12
Income from other sources, as follows, viz.:	
Rent.....	\$19,294 83
Interest.....	6,636 94
	25,931 77
Gross income from all sources.....	\$582,201 89

THIRD AVENUE.

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Deductions from income, as follows, viz.:

Taxes on property used in operation of road	\$37,778 05	
Taxes on earnings and capital stock	15,558 07	
Taxes other than above	45,475 88	
Interest on funded debt due and accrued.....	175,000 00	
On mortgage.....	2,300 00	
		<u>\$364,106 90</u>

Net income from all sources \$318,004 90

Payments from net income, as follows, viz.:

Dividends declared on \$3,000,000, 6 per cent.....	\$120,000 00	
Dividends declared on \$3,000,000, 4 per cent	120,000 00	
		<u>\$40,000 00</u>

Surplus for year ending June 30, 1892 \$78,004 90

General Income Account.

Surplus for year ending June 30, 1892.....	\$78,004 90	
Surplus up to June 30, 1891	33,656 49	
		<u>\$111,751 48</u>

Analysis of Gross Earnings and Operating Expenses.

From passengers \$1,741,072 47

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$13,754 08	
Repairs of buildings and fixtures.....	855 03	
Repairs of cars and other vehicles	13,818 26	
Repairs of harness and stable equipment	8,064 19	
Horseshoeing.....	28,321 30	
Renewals of horses and mules.....	149,006 61	
Provender (including expense of grinding)	103,422 02	
Salaries of general officers and clerks.....	30,349 84	
Wages of conductors and drivers on horse cars	297,189 09	
Wages of conductors and cablemen on cars propelled by mechanical traction ...	104,002 70	
Wages of engineer, firemen and all others employed at power house.....	76,607 90	
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	195,008 71	
Light and fuel, other than at power house.....	8,323 00	
Fuel, light and other supplies used at power house.....	49,573 23	
Water tax	7,497 70	
Damages to persons and property	28,892 81	
Legal expenses.....	14,866 48	
Advertising, printing, and office expenses	13,458 98	
Insurance	4,136 37	
Removal of snow and ice.....	421 07	
Contingencies, rent of tracks and real estate.....	12,090 00	
		<u>\$1,184,804 36</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$4,895,548 48	
Cost of equipment.....	1,023,818 08	

Other permanent investments, as follows, viz.:

Third Avenue cable road, in course of construction	2,834,166 02	
City railroad bonds.....	15,000 00	

Current assets, as follows, viz.:

Cash on hand.....	559,361 52	
		<u>\$9,267,899 10</u>

LIABILITIES.

Capital stock	\$4,000,000 00	
Funded debt.....	5,000,000 00	

Current liabilities, as follows, viz.:

Interest on funded debt	87,500 00	
Mortgage	46,000 00	
Open accounts	13,837 02	
Profit and loss (surplus)	111,751 48	
		<u>\$9,267,899 10</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from City Hall to Third avenue and One Hundred and Thirtieth street (horse)		8.35
Single track, branch, from Manhattan street, North river, to One Hundred and Twenty-fifth street, East river (cable)		2.50
Single track, branch, from Tenth avenue and One Hundred and Twenty-fifth street to Tenth avenue and One Hundred and Eighty-sixth street (cable)		3.35
Total length of single track on main line and branches	14	
Second track on main line and branches	14	
Sidings on main line and branches .....	.375	
Total length of all tracks and sidings owned	28.375	
Weight of rail per yard	60 lbs.	
Gauge of track	4 ft. 8 1/4 in.	
Number of box cars, not motors	190	
Open cars, not motors	135	
Horses	1,681	
Number of motor cars	73	
Schedule time making trip one way:		
From City Hall to Harlem	1 hour 20 minutes.	
From One Hundred and Twenty-fifth street, East river, to One Hundred and Eighty-sixth street and Tenth avenue	35 minutes.	
From One Hundred and Twenty-fifth street to Manhattan avenue, North river,	13 minutes.	
Cars are run	From 1 1/4 to 5 minutes headway, according to time of day.	
Rate of fare per passenger	5 cents.	
Number of passengers carried in cars during year	About 34,829,000	
Average number of employees (including officials) during year	About 950.	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.		Annual salary.
General officers		\$32,750 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	19	\$3 00
Drivers	12	2 00
Starters	12	2 50
Watchmen	12	1 75
Switchmen	12	1 75
Roadmen	12	1 50
Hostlers	12	1 75
Gripmen at cable road	12	2 25
Chief engineer	12	6 25
Other employees	10	\$1 25 to 3 00
Hill boys	12	1 50

ACCIDENTS.

	Injured.	Killed.	Total
Passengers	8	3	11

Officers of the Company.

Name.	Title.	Official Address.
E. J. ELIAS	President	New York city.
ALFRED LAZARUS	Secretary	New York city.
JOHN BEAVER	Treasurer	New York city.
JOHN H. ROBERTSON	Superintendent	New York city.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
HENRY HART.....	New York city.
WILLIAM REMSEN.....	New York city.
ROBERT GEORGE REMSEN.....	New York city.
SILVANUS S. RICKER.....	New York city.
ALBERT J. ELIAS.....	New York city.
ROBERT W. TAILER.....	New York city.
EDWARD LAUTERBACK.....	New York city.
JOHN E. PARSONS.....	New York city.
SOLOMON MEHRBACH.....	New York city.
ALBERT S. ROSENBAUM.....	New York city.
ALEXANDER H. NONES.....	New York city.
SIMON M. EHRLICH.....	New York city.
ABRAHAM AYRES.....	New York city.

Title of company, The Third Avenue Railroad Company.

General offices at 1119 Third avenue, New York city.

Date of close of fiscal year, November 1.

Date of stockholders' annual meeting, first Wednesday after second Monday in November.

For information concerning this report address Alfred Lazarus, Secretary.

TONAWANDA ELECTRIC.

(Date of charter, June 10, 1890.)

Organized June 10, 1890, for the purpose of constructing, operating and maintaining a street surface railroad and branches thereof for public use in the conveyance of persons and property in cars for compensation, in the town of Tonawanda, Erie county, N. Y., village of Tonawanda, in the town of Tonawanda, Erie county, N. Y., the village of North Tonawanda, town of Wheatfield, Niagara county, N. Y., and town of Wheatfield, Niagara county, N. Y., and town of Niagara, Niagara county, N. Y.

Commenced operating cars in the town and village of Tonawanda, Erie county, N. Y., January 1, 1892.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	2,500	\$250,000	.....
Issued for actual cash.....	902 4-5	\$90,290	\$90,290
Issued on account of construction.....	347 1-5	\$4,730	.....
Total now outstanding.....	1,250	\$125,000	\$90,290

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....		\$2,987 29
Right of way.....		20,355 36
Real estate.....		900 00
Buildings and fixtures, exclusively used for electric purposes.....		555 26
All other buildings and fixtures.....		1,117 85
Road built by contract.....		65,499 30
Total cost of road.....		\$110,195 86
	EQUIPMENT.	
Cars, other than motor cars.....		\$1,600 00
Motor cars and fixtures.....		11,600 00
Wagons, trucks, snow-plows, sleighs.....		618 21
Total cost of equipment.....		\$13,818 21
Grand total cost of road and equipment.....		\$123,944 09

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$5,586 06
Less operating expenses (excluding all taxes)		6,940 10
Net loss from operation		\$713 14
<i>Income from other sources, as follows, viz.:</i>		
Interest on bank deposits	\$300 00	
Forfeitures on stock subscription	400 00	
		400 00
Gross loss from all sources		\$323 14
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road		240 00
Deficit for year ending June 30, 1892		\$563 14

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.		
From passengers		\$5,586 06
OPERATING EXPENSES.		
Repairs of roadbed and track		\$36 75
Repairs of buildings and fixtures		110 64
Repairs of cars, motors and other vehicles		266 23
Salaries of general officers and clerks		459 95
Wages of conductors and motormen		1,347 04
Wages of engineer, firemen and other employes at power house		1,843 08
Fuel, light and other supplies used at power house		750 30
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.		10 13
Light and fuel, other than at power house		18 13
Legal expenses		251 40
Advertising, printing and office expenses		53 27
Insurance		428 15
Removal of snow and ice		1,067 29
Contingencies		22 95
Total operating expenses		\$8,940 10

General Balance Sheet June 30, 1892.

ASSETS.		
Cost of road		\$110,125 06
Cost of equipment		13,516 21
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$751 19	
Open accounts	3,705 43	
		4,456 62
Profit and loss (deficiency)		563 14
		\$125,942 58
LIABILITIES.		
Capital stock		\$125,000 00
Bills payable		2,195 55
Open accounts		1,750 24
		\$125,942 58

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Canal street to Tonawanda street		5.32
Sidings on main line and branches .....		.67
Total length of all tracks and sidings owned		6
Weight of rail per yard		45 lbs.
Gauge of track		4 ft. 8 1/4 ins.
Number of cars, not motors		2
Number of motor cars		2
Schedule time of making trip, one way		20 minutes.
Cars are run		Every 30 minutes.
Rate of fare per passenger		10, 5 and 3 cts.
Number of passengers carried in cars during year		53,688
Average number of employes (including officials) during year		9

Salaries, Wages, Etc., of Officers and Employes.

	OFFICER.	Annual salary.
Superintendent		\$1,000

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per hour.
Conductors.....	18	16c.
Motormen.....	12	16c.
Roadmen.....	10	15c.
Engineer.....	11	Per week.
Engineer.....	12	\$16 00
		12 00

Officers of the Company.

Name.	Title.	Official Address.
PETER McNEIL.....	President.....	Buffalo, N. Y.
CLARENCE M. HOWARD.....	Secretary.....	Buffalo, N. Y.
MICHAEL NEILLANEY.....	Treasurer.....	Buffalo, N. Y.
WM. J. VOORHEES.....	Superintendent.....	Tonawanda, N. Y.

Directors of the Company.

Name.	Residence.
EDWARD H. BUTLER.....	Buffalo, N. Y.
JOSEPH BARK.....	Buffalo, N. Y.
JOHN CONWAY.....	Buffalo, N. Y.
CLARENCE M. HOWARD.....	Buffalo, N. Y.
MICHAEL NEILLANEY.....	Buffalo, N. Y.
PETER McNEIL.....	Buffalo, N. Y.
WILLIAM F. WENDT.....	Buffalo, N. Y.

Title of company, Tonawanda Electric Railroad Company.

General offices at Tonawanda, Erie county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, first Monday in July.

For information concerning this report, address Wm. J. Voorhees, Superintendent.

TROY CITY.

(Date of charter, January 31, 1886.)

At a Special Term of the Supreme Court of the State of New York, held at the city of Troy, on the 30th day of June, 1891 (the Special Term held in said city on the 1st day of June, 1891, having also been regularly adjourned to and continued on this day).

Present—Hon. E. L. Furman, Justice. In the matter of the application of the Troy and Albion Horse Railroad Company for an order authorizing it to change its corporate name and to assume the corporate name "Troy City Railway Company."

The Troy and Albion Horse Railroad Company, an incorporated company operating a street surface railroad in the city of Troy, county of Rensselaer and State of New York, and having its business office in said city, having made and presented an application by petition to the Supreme Court at a Special Term thereof held on this day, for an order authorizing it to assume the corporate name "Troy City Railway Company," which petition is dated April 23, 1891, and is duly verified by Charles Clemenishaw, president and chief officer of the corporation, and which sets forth the grounds of the application, and notice that such application would be presented having been duly published for six weeks successively in the Argus, a daily newspaper published in the city and county of Albany, and also in the Troy Daily Press, a daily newspaper published in the city of Troy, county of Rensselaer, and which has been designated for the publication of session laws in said county, now on reading and filing such petition and also the affidavit of Joseph J. Hagen, the secretary of said company, and due and satisfactory proof being made of the publication of such notice, and it appearing to the satisfaction of the court that such application is made in pursuance of a resolution of the board of directors of the corporation so applying, and the court being satisfied, by such petition, that there is no reasonable objection to such corporation changing its name and assuming a new corporate name, now on motion of Townsend, Roche & Nason, attorneys for said applicant, no one appearing in opposition, it is ordered that the Troy and Albion Horse Railroad Company be and is hereby authorized to change its corporate name and to assume and take in the place and stead thereof the corporate name "Troy City Railway Company;" and it is further ordered that a copy of this order be published at least once in each week for four weeks successively in the Troy Daily Press, a newspaper printed in the city of Troy and county of Rensselaer, which is hereby designated for such purpose, and that from and after the 21st day of July, 1891, it said

last-named publication shall have been made and the requirements of chapter 899 of the Laws of 1870, and the acts amendatory thereof shall have been complied with, the said corporation shall be known by and may use the new corporate name above designated.

[SIGNED.]

EDGAR L. FURSMAN,
Justice Supreme Court.

I hereby certify that the foregoing is a true copy of an order in the above entitled matter, and which was filed and entered in Jefferson county clerk's office June 29, 1891.

D. E. CONWAY,
Clerk.

In accordance with the foregoing order the corporate title of "The Troy City Railway Company" was assumed July 27, 1891.

Capital Stock and Funded Debt.
CAPITAL STOCK.

	COMMON.	
	Number of shares.	Total par value.
Authorized by law or charter.....	4,000	\$400,000
Issued for actual cash	447	\$44,700
Issued on account of construction and equipment.....	3,553	355,300
Total now outstanding	4,000	\$400,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	Jan. 1, 1897	p.c. 7	Jan. 1, July 1.	\$34,000

Cost of Road and Equipment.

	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....	\$32,056 45	\$90,097 35
Electric appliances pertaining to road or superstructure	6,413 70	6,490 25
Real estate	14,525 00	16,291 62
Building and fixtures, exclusively used for electric purposes...	7,551 80	7,551 80
All other buildings and fixtures.....	9 00	11,599 53
Interest and discount charged to construction.....	1,585 97	1,585 97
Paid Thompson-Houston Electric Co., on account contract for construction and equipment.....	355,300 00	355,300 00
Total cost of road.....	\$417,441 00	\$498,097 48
EQUIPMENT.		
Horses	*\$155 00	\$0,300 00
Harness.....	20 00	353 75
Cars, other than motor cars.....	4 74	9,118 00
Motor cars and fixtures.....	5,201 93	5,201 30
Dummies	25 00	567 62
Wagons, trucks, snow-plows, sleighs	208 44	309 15
Total cost of equipment	\$5,300 11	\$34,915 80
Grand total cost of road and equipment as far as completed....	\$422,742 00	\$533,013 28

*Credit.

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Only .115 miles added to trackage, but the entire road has been reconstructed for electric service on new and radically changed grade and locations. Work began before last report and nearly completed at this date	\$22,086 45
Electric overhead construction for entire line—Incomplete.....	6,418 70
Land and buildings purchased and buildings in progress for power station and car house.....	22,086 80
Interest on account construction.....	1,585 97
For motor cars and account contract for cars not yet delivered.....	5,000 00
Other items of equipment.....	\$455 11
Less reduction in horses.....	155 00
	300 11
Paid Thompson-Houston Electric Co., on account contract for construction and equipment.....	356,300 00
Total.....	<u>\$422,742 08</u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....?	\$37,008 07
Less operating expenses (excluding all taxes).....	29,286 10
Net earnings from operation.....	\$7,676 97
<i>Income from other sources, as follows, viz.:</i>	
For weighing.....	\$75 56
For scrap-iron	91 91
	167 47
Gross income from all sources	\$7,844 44
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$506 14
Taxes on earnings and capital stock.....	283 30
Interest on funded debt due and accrued.....	2,380 00
Expenditures pertaining to changing corporative title and increase of capital and issuing bonds.....	729 21
	3,898 65
Surplus for year ending June 30, 1892.....	<u>\$3,945 79</u>

General Income Account.

Surplus for year ending June 30, 1892	\$3,945 79
Surplus up to June 30, 1891.....	\$16,323 60
Error in cash corrected.....	1 50
	16,324 50
Total surplus June 30, 1892	<u>\$20,270 29</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers.....	<u>\$37,008 07</u>
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OPERATING EXPENSES.

Repairs of roadbed and track operated by horses.....	\$178 39
Repairs of buildings and fixtures.....	59 52
Repairs of cars and other vehicles.....	241 38
Repairs of harness and stable equipment	55 44
Horseshoeing.....	1,399 23
Renewals of horses and mules.....	2,107 50
Provender (including expenses of grinding)	6,315 00
Salaries of general officers and clerks.....	2,023 00
Wages of conductors and drivers.....	11,198 70
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	3,806 44
Light and fuel.....	323 29
Damages to persons and property.....	315 00
Advertising, printing and office expenses	401 09
Insurance.....	203 50
Removal of snow and ice.....	450 97
Contingencies	578 66
Total operating expenses.....	<u>\$29,286 10</u>

REPORT OF THE RAILROAD COMMISSIONERS.

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$143,307 48
Cost of equipment	24,915 80
Contract with the Thompson-Houston Electric Company for construction and equipment.....	355,308 00

Current assets, as follows, viz.:

Sundries	7,875 00
	<u>\$381,498 78</u>

LIABILITIES.

Capital stock	\$400,000 00
Funded debt.....	3,400 00

Current liabilities, as follows, viz.:

Dividends unpaid.....	\$404 00
Bills payable.....	76,788 50
Open accounts.....	139 19
Sundries	18 80
	<u>77,378 49</u>
Profit and loss (surplus).....	30,210 29
	<u>\$381,498 78</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from River street to Albia.....	3.809
Second line on main line .....	.476

Total length of all tracks and sidings owned and in operation	<u>3.775</u>
---	--------------

Weight of rail per yard.....	60 lbs.
Gauge of track	4 ft. 8½ ins.
Number of box cars.....	7
Open cars	7
Horses	60
Schedule time making trip one way	30 mins. down, 40 mins. up.
Cars are run	Intervals of 30 mins.
Rate of fare per passenger.....	5, 6, 7, 8 and 10 cts.
Number of passengers carried in cars during year.....	660,087
Average number of employees (including officials) during year	25

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

Superintendent and clerk hire.....	\$2,088 00
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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors and drivers	12	\$2 00
Hill drivers	9	\$0 50 to 2 00
Watchmen	12	1 25
Roadmen and hostlers	10	1 50

Officers of the Company.

Name.	Title.	Official Address.
JAMES O'NEIL.....	President.....	Troy, N. Y.
CHARLES CLEMINSHAW.....	Vice-President.....	Troy, N. Y.
JOSEPH J. HAGEN.....	Secretary and Treasurer.....	Troy, N. Y.

TROY CITY.

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Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
LEWIS E. GURLEY.....	Troy, N. Y.
JAMES O'NEIL.....	Troy, N. Y.
PETER MCCARTHY.....	Troy, N. Y.
E. UGDEN ROSS.....	Troy, N. Y.
ANTHONY N. BRADY.....	Albany, N. Y.
EDWARD MURPHY, Jr.....	Troy, N. Y.
WILLIAM KEMP.....	Troy, N. Y.
CHARLES CLEMENSHAW.....	Troy, N. Y.
JOSEPH J. HAGEN.....	Lansingburg, N. Y.

Title of company, Troy City Railway Company.
 General offices at Troy, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Tuesday in January.
 For information concerning this report, address J. J. Hagen, Secretary and Treasurer.

TROY AND COHOES.

LESSOR.

LESSEE — TROY AND LANSINGBURGH.

(Date of charter, February 11, 1862.)

Organized February 11, 1862, under the General Railroad Law (April 2, 1850).
 Charter modified by chapter 86, Laws of 1863, and by chapter 71, Laws of 1871, passed March 7, 1871.

Leased to Troy and Lansingburgh Railroad Company October 26, 1867.

Operated by that company since that date, and all expenditures for construction, etc., above the amount of the capital stock, paid in (\$50,000) were paid by that company.

Capital Stock.

	Number of shares.	Total par value.
Authorized by law or charter and now outstanding.....	1,000	\$50,000

Cost of Road.

Total cost of road up to June 30, 1892..... \$50,000 00

Income Account for Year Ending June 30, 1892.

Gross income from all sources, as follows, viz.:

Rent from lessee..... \$3,500 00

Payments from income, as follows, viz.:

Dividends declared, 7 per cent on capital stock..... 3,500 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$50,000 00
LIABILITIES.	
Capital stock	<u>\$50,000 00</u>

Officers of the Company

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN H. WARNER.....	Vice-President.....	Troy, N. Y.
JOSEPH J. HAGEN.....	Secretary and Treasurer.....	Troy, N. Y.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
JOHN H. WARNER	Hoosick Falls, N. Y.
JOSEPH M. WARNER	Troy, N. Y.
AUG. A. PEEBLES	Lansingburgh, N. Y.
OTIS G. CLARK	Troy, N. Y.
CHARLES CLEMENSHAW	Troy, N. Y.
JOSEPH B. CARE	Troy, N. Y.
JAMES A. EDDY	Troy, N. Y.
M. H. BURTON	Troy, N. Y.

Title of company, Troy and Cohoes Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

For information concerning this report address Joseph J. Hagen, Secretary and Treasurer.

TROY AND LANSINGBURGH.

(Date of charter, February 11, 1832.)

Organized under General Railroad Law.

Charter modified by chapter 295, Laws of 1861, and chapter 812, Laws of 1873.

Has been in operation since September, 1861.

The Troy and Cohoes railroad is operated under a lease dated October 22, 1867. All expenditures for construction, equipment, etc., above the amount of the capital stock of the Troy and Cohoes Railroad Company paid in, \$50,000, were made by this company.

The Lansingburgh and Cohoes railroad is operated under a lease dated May 14, 1880, and all expenditures for construction, etc., above the amount of the capital stock of the Lansingburgh and Cohoes Railroad Company paid in, \$15,000, were made by this company.

The Watford and Cohoes railroad is operated under a lease dated August 18, 1864, the equipment being furnished by this company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	14,000	\$700,000	
Issued for actual cash and now outstanding	12,000	600,000	\$600,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.
		Rate	When payable.	
Second mortgage bonds	July 1, 1893	p.c. 7	Jan. & July	\$50,000
Debenture bonds	Feb. 2, 1895	6	Feb. & Aug.	50,355
Consolidated mortgage bonds	April 1, 1898	5	April & Oct.	50,000
Consolidated mortgage bonds	April 1, 1898	5	April & Oct.	50,000
Consolidated mortgage bonds	April 1, 1908	5	April & Oct.	50,000
Total				\$250,355

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$80,873 53	\$418,306 26
Electric appliances pertaining to road and superstructure.....	6,447 21	68,707 80
Right of way.....		5,361 94
Real estate.....		57,636 58
Buildings and fixtures exclusively used for electric purposes. }	2,536 44	139,598 65
All other buildings and fixtures		119,810 69
Total cost of road.....	\$99,847 17	\$809,317 97
EQUIPMENT.		
Horses	*\$5,665 00	\$13,640 00
Harness	*1,860 41	1,748 80
Cars, other than motor cars	*16,163 00	18,237 00
Motor cars and fixtures	54,836 00	223,896 00
Furniture, tools and machinery.....	1,710 13	13,869 73
Electric snow-plows.....		13,000 00
Wagons, trucks, snow-plows, sleighs, etc. }	10,974 00	4,364 00
Total cost of equipment.....	\$40,000 46	\$398,664 53
Grand total cost of road and equipment.....	\$139,847 63	\$1,108,002 50

Income Account for Year Ending June 30, 1892.

Gross earnings from operation.....		\$382,411 60
Less operating expenses (excluding all taxes).....		194,263 48
Net earnings from operation		\$188,148 12
<i>Income from other sources, as follows, viz. :</i>		
Interest and dividends received.....	\$346 00	
Advertising.....	1,501 48	
Transportation of papers.....	330 15	
Miscellaneous	442 23	
		2,519 86
Gross income from all sources		\$190,677 98
<i>Deductions from income, as follows, viz. :</i>		
Taxes on property used in operation of road.....	\$4,819 28	
Taxes on earnings and capital stock	3,955 97	
Interest on funded debt due and accrued	17,222 85	
Rent Troy and Cohoes railroad.....	3,500 00	
Rent Lansingburgh and Cohoes railroad.....	1,050 00	
Rent Watford and Cohoes railroad.....	1,800 00	
		23,348 06
Net income from all sources		\$158,329 92
<i>Payments from net income, as follows, viz. :</i>		
Dividends declared, 10 per cent on capital stock		60,000 00
Surplus for year ending June 30, 1892		\$98,329 92

General Income Account.

Surplus for year ending June 30, 1892.....		\$98,329 92
Surplus up to June 30, 1891.....	\$198,800 63	
Balance depreciation account.....	27,410 54	
		171,300 09
Total surplus June 30, 1892		\$269,720 02

* Deductions.

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses

EARNINGS.	
From passengers	\$338,411 00
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses	\$361 57
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures	7,446 55
Repairs of buildings and fixtures, exclusively used for mechanical power	2,097 08
Repairs of all other buildings and and fixtures	769 28
Repairs of cars (not motors) and other vehicles	1,135 67
Repairs of motor cars and fixtures	10,107 16
Repairs of harness and stable equipment	57 06
Horseshoeing	1,739 39
Renewals of harness	150 06
Provender (including expense of grinding)	9,764 62
Salaries of general officers and clerks	15,391 37
Wages of conductors and drivers on horse cars	18,551 62
Wages of conductors and motormen on cars propelled by mechanical traction	62,935 96
Wages of engineer, firemen and all others employed at power house	7,347 15
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	21,455 66
Light and fuel, other than at power house	1,707 13
Fuel, light and other supplies used at power house	8,328 39
Water tax	906 33
Damages to persons and property	4,475 51
Legal expenses	554 36
Advertising, printing and office expenses	4,437 37
Insurance	3,706 11
Removal of snow and ice	2,333 08
Rent of bridges	7,230 00
Repairs of bridges	490 28
Rents of offices and stations	1,300 00
Fare register and inspection	1,655 55
Water sprinkling	150 00
Miscellaneous	369 40
Total operating expenses	\$194,353 45

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$714,914 45
Cost of equipment	363,098 08
Other permanent investments, as follows, viz.:	
Mortgage	\$1,100 00
Stock in other companies	4,806 67
	5,906 67
Current assets, as follows, viz.:	
Cash on hand	\$21,054 08
Bills receivable	15,328 50
Supplies on hand	33,339 53
	69,722 11
	\$1,183,435 26
LIABILITIES.	
Capital stock	\$300,000 00
Funded debt	250,955 09
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$4,373 86
Open accounts	9,366 33
	13,740 21
Profit and loss (surplus)	269,720 09
	\$1,183,435 26

Characteristics of Road, Equipment, Etc.

	Miles
Length of railway owned by company, as follows:	
Single track, main line, from Iron Works to Fourth street, Waterford	6.615
Single track, branch, from River and Fourth streets to Ida street	1
Total length of single track on main line and branches	7.615
Second track on main line and branches	7.028
Total length of all tracks and sidings owned	14.700

TROY AND LANSINGBURGH.

925

Length of railways actually leased and operated by this company, as follows:

Single track from River street, Troy, to Cohoes	3.731
Single track from Second avenue, Lansingburgh, to Cohoes	1.103
Single track from Waterford to Cohoes	1.876
Total length of single track leased	6.700
Second track and sidings	8
Total length of all tracks and sidings leased	9.700
Grand total length of all tracks and sidings owned and leased	94.400

Weight of rail per yard	60 to 75 lbs.
Gauge of track	4 ft. 8 $\frac{1}{4}$ in.
Number of box cars, not motors	26
Open cars, not motors	22
Horses	26
Number of motor cars, box	26
Number of motor cars, open	26
Schedule time making trip one way	40 to 50 min.
Cars are run	Every 4 minutes.
Rate of fare per passenger	5, 8 and 10c.
Number of passengers carried in cars during year	6,949,073
Average number of employees (including officials) during year	300

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.

Annual salary.

General officers, superintendent and clerks	\$15,801 87
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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Drivers and motorneers	11 $\frac{1}{4}$	\$3 00
Starters	9	3 00
Track bosses and linemen	10 to 12	\$3 00 to 3 75
Watchmen	12	2 00
Flagmen	9	1 75
Mechanics	10	2 00 to 3 75
Hostlers and barn men	10	1 45 to 1 65
Teamsters and pavers	10	2 00
Engineers, firemen and motor inspectors	9 to 12	*45 00 to 100 00

ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Employees	1	.....	1
Others	3	1	4
Total	6	1	7

Officers of the Company.

Name.	Title.	Official Address.
CHARLES CLEMINSHAW	President	Troy, N. Y.
JOSEPH B. CARR	Vice-President	Troy, N. Y.
JOSEPH J. HAGEN	Treasurer and Secretary	Troy, N. Y.
CHARLES H. SMITH	Superintendent	Troy, N. Y.

* Per month.

REPORT OF THE RAILROAD COMMISSIONERS.

Directors of the Company.

<i>Name.</i>	<i>Residence.</i>
WILLIAM KEMP	Troy, N. Y.
CHARLES CLEMINSKAW	Troy, N. Y.
OTIS G. CLARK	Troy, N. Y.
N. B. POWERS	Lansingburgh, N. Y.
H. B. DAUCHY	Troy, N. Y.
C. W. TILLINGHAST	Troy, N. Y.
JOSEPH B. CARR	Troy, N. Y.
EDWARD MURPHY, Jr.	Troy, N. Y.
FRANCIS N. MANN, Jr.	Troy, N. Y.
SHEPPARD TAPPIN	Troy, N. Y.
THOMAS BRESLIN	Waterford, N. Y.
PETER MCCARTHY	Troy, N. Y.
JAMES O'NEIL	Troy, N. Y.

Title of company, Troy and Lansingburgh Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address J. J. Hagen, Secretary.

TWENTY-THIRD STREET (New York city).

(Date of charter, January 30, 1873.)

The franchise and right to build was bought at auction by Sydney A. Yoemans for \$150,000 (see Laws 1869 and 1873), and on the 11th day of July, 1873, was sold by Yoemans to this company.

On the 19th day of March, 1873, this company was authorized to extend the route from Twenty-third street and Second avenue to foot of East Thirty-fourth street (see Laws 1873), and on the 10th day of January, 1876, the Bleecker Street and Fulton Ferry Railroad was leased to the company.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstand- ing.
Authorized by law or charter, issued for actual cash and now outstanding.....	6,000	\$600,000	\$600,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	May 1, 1906	P.C. 7	May & Nov.	\$200,000
Debenture bonds	Jan. 1, 1906	5	Jan. & July	100,000
Total				\$300,000

NOTE — In addition to the above, this company has guaranteed the principal and interest of 375 first mortgage bonds of the Broadway Surface Railroad Company, due 1904, in part consideration for the use of a portion of the tracks of the Broadway Surface Railroad.

TWENTY-THIRD STREET.

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Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Roadbed, superstructure and rails		\$451,584 57
Right of way, amount paid the city		150,000 00
Buildings and fixtures		254,566 98
Total cost of road		<u>\$856,151 55</u>
EQUIPMENT.		
Horses and harness		\$106,512 96
Cars		94,650 00
Total cost of equipment		<u>\$201,163 96</u>
Grand total cost of road and equipment		<u><u>\$1,057,315 51</u></u>

Income Account for Year Ending June 30, 1892.

Gross earnings from operation		\$755,434 30
Less operating expenses (excluding all taxes)		584,798 30
Net earnings from operation		<u>\$230,636 00</u>
<i>Income from other sources, as follows, viz.:</i>		
Rents	\$17,195 30	
Interest	799 43	
		<u>17,994 73</u>
Gross income from all sources		<u>\$248,630 73</u>
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$8,356 05	
Taxes on earnings and capital stock	16,735 55	
Taxes other than above	30,796 63	
Interest on funded debt due and accrued	25,000 00	
Rents of leased lines	85,295 38	
		<u>155,673 61</u>
Net income from all sources		<u>\$91,957 01</u>
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 10 per cent on capital stock		60,000 00
Surplus for year ending June 30, 1892		<u><u>\$31,957 01</u></u>

General Income Account.

Surplus for year ending June 30, 1892	\$31,957 01
Surplus up to June 30, 1891	57,612 08
Total surplus June 30, 1892	<u><u>\$89,569 04</u></u>

DETAILED STATEMENT OF RENTALS.

Bleecker Street and Fulton Ferry Railroad Company	\$62,500 00
Broadway Surface Railroad Company	18,750 00
Ninth Avenue Railroad Company	2,000 00
Second Avenue Railroad Company	650 00
Third Avenue Railroad Company	425 88
Central Park, North and East River Railway Company	350 00
Dry Dock, East Broadway and Battery Railroad Company	300 00
Forty-second and Grand Street Ferry Railroad Company	250 00
Total	<u><u>\$85,295 88</u></u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers, including leased lines	<u><u>\$755,434 30</u></u>
OPERATING EXPENSES.	
Repairs of roadbed and track operated by horses	\$15,356 72
Repairs of buildings and fixtures	4,482 75
Repairs of cars and other vehicles	23,216 45
Repairs of harness and stable equipment	7,548 40
Horseshoeing	12,439 49

UTICA BELT LINE.

(Date of charter, June 18, 1886.)

RECEIVER'S REPORT.

The Utica Belt Line Street Railroad Company was organized under chapter 252 of the Laws of 1884, and its certificate of incorporation was duly filed February 15, 1886. On June 18, 1886, the common council of the city of Utica, upon proper application, and after due notice as provided by law, granted the Utica Belt Line Street Railroad Company a franchise in due form to construct, maintain, use and operate a street surface railway, to be operated by horse power along, through and upon the surface of certain streets, avenues and squares therein named. In September, 1886, work was commenced on the West Utica belt, and the line was completed and opened for transportation of passengers on April 19, 1887. The New York Mills extension was opened for transportation of passengers June 21, 1887. The Blandina street extension was opened and put in operation as far easterly as Albany street in August, 1887. The Eagle street line and the balance of proposed road has since been substantially constructed. On December, 1886, the Utica Belt Line Street Railroad Company leased and took possession thereunder of the street surface railroad lines owned and operated by the Utica, Clinton and Binghamton Railroad Company in the city of Utica and villages of New Hartford, Yorkville and Whitesboro. The lease is for ninety-nine years, is duly recorded as required by law, and made under and by virtue of chapter 305 of the Laws of 1885. On December 1, 1886, when the lease referred to went into operation, the Belt Line company also opened and put in operation the South street line to Third street, and in May, 1887, the South street line was extended easterly to Albany street.

January 30, 1892, proceedings were begun for the voluntary dissolution of the Utica Belt Line Street Railroad Company, on the ground of insolvency, in the Supreme Court. Charles E. Benton was appointed receiver, and duly qualified and took possession of its property February 1, 1892. Said receivership was, on February 20, 1892, extended to an action in the Supreme Court entitled Frederick L. Lovelace and another v. The Utica Belt Line Street Railroad Company.

An action has also been commenced by the first mortgage bondholders to foreclose their mortgage, and Charles E. Benton was appointed receiver in the foreclosure action July 12, 1892.

C. E. Benton, as receiver, has operated said railroad since February 1, 1892, and does not know personally concerning its operation prior to that time, and whatever facts are stated herein are stated from information mostly derived from former reports of the company and from the books kept by it, of the accuracy of which the receiver has no knowledge.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash total now outstanding	1,500	\$150,000	\$150,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Nov. 1, 1899	p.c. 5	May 1, Nov. 1	\$500,000	\$425,000
*Second mortgage bonds					

* Issued \$200,000; sold \$69,500 at \$62.250.

UTICA BELT LINE.

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Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure		\$417,316 60
Electric or appliances pertaining to road and superstructure		43,618 44
Real estate		19,559 31
Buildings and fixtures, exclusively used for electrical purposes		43,730 85
All other buildings and fixtures		17,609 79
Interest and discount charged to construction		53,758 25
Miscellaneous		8,083 53
Total cost of road		\$598,540 86
EQUIPMENT.		
Cars, other than motor cars, motor cars and fixtures	\$1,798 48	\$147,156 87
Wagons, trucks, snow-plows, sleighs		1,637 96
Total cost of equipment	\$1,798 48	\$148,794 83
Grand total cost of road and equipment	\$1,798 48	\$747,335 69

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$127,148 78
Less operating expenses (excluding all taxes)	95,598 23
Gross income from all sources	\$31,550 56
<i>* Deductions from income, as follows, viz. :</i>	
Taxes on property used in operation of road	\$1,707 96
Taxes on earnings and capital stock	595 98
	2,303 19
Net income from all sources	\$29,247 37
<i>Payments from net income, as follows, viz. :</i>	
Rent account	15,087 50
Surplus for year ending June 30, 1892	\$14,200 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

	First seven months as shown by company's books.	Second five months under receiver.	Total.
Cash passenger receipts	\$65,606 50	\$39,615 45	\$105,221 95
Ticket sales	12,327 50	8,518 25	21,155 75
Carrying mail	300 99	309 63	510 62
Miscellaneous	153 45	102 01	255 46
Total gross earnings			\$197,148 78

* We find on company's books items as follows: "Taxes, \$1,673.51." This item is supposed to be made up of taxes on gross earnings, etc.; .005 on \$119,185.49, being \$595.93, the remaining sum, \$1,077.58, being taxes paid city of Utica and suburban villages on property used in the operation of the road.

The receiver has paid \$639.68 to the city of Utica and suburban villages. Taxes on property used in the operation of road.

OPERATING EXPENSES.

	First seven months.	Second five months.	Total.
Repairs of roadbed and track.....	\$15,461 86	\$4,873 16	\$19,834 32
Repairs of buildings and fixtures.....	434 97	275 01	709 98
Repairs and renewals of cars, motors and other vehicles.....	6,701 18	5,428 88	12,129 96
Salaries of general officers and clerks.....	1,915 74	1,343 54	3,259 28
Wages of conductors and motor men.....	19,467 68	12,832 40	31,790 08
Wages of engineer, firemen and other employes at power house.....	2,615 46	1,816 86	4,432 32
Wages of watchmen, starters, switchmen, roadmen etc.....	1,755 66	1,081 78	2,737 44
Light and fuel other than at power house.....	842 55	194 32	536 87
Fuel, light and other supplies used at power house.....	5,747 88	3,853 62	9,601 45
Water tax.....	60 00	46 00	106 00
Damages to persons and property.....	138 22	20 69	159 51
Legal expenses.....	601 22	.....	601 22
Advertising, printing and office expenses.....	1,179 46	557 74	1,747 20
Insurance.....	2,036 70	135 00	2,161 70
Removal of snow and ice.....	1,732 58	2,461 98	4,194 51
Contingencies.....	1,225 50	300 62	1,526 12
Total operating expenses.....	\$61,426 72	\$34,166 50	\$95,593 22

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles
Single track, main line.....		6.875
Sidings on main line.....		1.6
Total length of all tracks and sidings owned.....		7.975
<i>Length of railways actually leased and operated by this company, as follows:</i>		
Single track from Yorkville to upper New York Mills.....		1.75
Single track from Main street, Utica, to New Hartford.....		3.50
Single track from Main street, Utica, to Whitesboro.....		3.75
Total length of single track leased.....		9.24
Second track and sidings.....		5
Total length of all tracks and sidings leased.....		14.24
Grand total length of all tracks and sidings owned and leased.....		22.315
Weight of rail per yard.....		35 to 45 lbs.
Gauge of track.....		4 ft. 8 1/4 in.
Number of box cars, not motors.....		8
Open cars, not motors.....		22
Number of motor cars.....		35
Rate of fare per passenger.....		4 1-6 to 10 cts.
Number of passengers carried in cars during five months.....		1,067,431
Average number of employes (including officials), during the year.....		120

Wages Etc., of Employes.

	Average number of hours on duty per day.	Wages.
Conductors.....	10	12 1/2 c per hour
Drivers.....	10	12 1/2 c per hour
Starters.....	10	12 1/2 c per hour
Switchmen.....	10	\$1 25 per day
Roadmen.....	10	1 25 per day

ACCIDENTS.

Others, not passengers or employes.....

Injured

UTICA BELT LINE.

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Officers.

Name.	Title.	Official Address.
W. W. COLE	Superintendent	36 Main street, Utica, N. Y.
CHARLES E. BENTON.....	Receiver	Utica, N. Y.

General offices at 36 Main street, Utica, N. Y.
For information concerning this report, address Charles E. Benton, Receiver.

UTICA, CLINTON AND BINGHAMTON (Street Department).

LESSOR.

LESSEE—UTICA BELT LINE.

See report of this company, Lessor, in Surface Steam Roads, ante.

UTICA AND MOHAWK.

(Date of charter January 8, 1874.)

The Utica and Mohawk Street Railroad Company was organized and incorporated under a special act of the Legislature, passed April 17, 1869 (see Session Laws, chapter 894), and the articles of association filed in the office of the Secretary of State June 30, 1869, which act was amended May 3, 1872.

The Utica and Mohawk Railroad Company, its successor, was organized and incorporated under the provisions of the General Railroad Law of 1850, and its articles of association were filed in the office of the Secretary of State January 8, 1874.

See also chapter 104, Laws of 1898, State of New York, "An act for the relief of the Utica and Mohawk Railroad Company." As appears by reports made to the Board of Railroad Commissioners in 1893, 1894 and 1895, this road was not operated for over three years.

The present stockholders purchased all the property, stock and effects of the company, and on May 20, 1898, took possession of the road.

The portion of the road (about 3,000 feet) in dispute between the property holders on the street and the railroad was relaid in the center of the street with new steel center-bearing rails; the entire road was repaired and put in good condition and all litigation and disputes amicably settled.

The road was opened for traffic July 4, 1898, and has since been constantly operated.

The purchase of the road was made subject to a bonded debt of \$15,000.

Equipped with electricity in 1890.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	5,000	\$250,000	.....
Issued for actual cash and now outstanding	1,080	51,500	\$51,500

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds issued August 1, 1898.....	Aug. 1, 1898	p.c. 6	Feb. & Aug.	\$15,000	\$15,000
Purchase money mortgage on Utica Park	Aug. 1, 1898	6	May & Nov.	6,000	.....
Mortgage, gold bonds.....	July 1, 1910	5	Jan. & July	49,000	49,000
Total.....	.....	.....	.....	\$70,000	\$64,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$7,758 08	\$24,668 49
Electric appliances pertaining to road and superstructure .....	.....	16,201 77
Buildings and fixtures.....	.....	4,553 13
Horse account charged to construction.....	.....	2,140 09
Purchase of constructed road.....	.....	24,779 03
Total cost of road.....	\$7,758 08	\$72,342 51
EQUIPMENT.		
Horses .....	.....	\$500 00
Harness .....	.....	266 50
Cars, other than motor cars.....	.....	5,635 20
Motor cars and fixtures.....	\$448 95	32,820 10
Wagons, trucks, snow-plows, sleighs	110 50	735 17
Total cost of equipment.....	\$559 45	\$39,956 97
Grand total cost of road and equipment.....	\$8,317 48	\$112,299 48

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Reconstructing tracks with new 45 lb. steel rails, new switches, etc.....	\$7,758 08
Remodeling motor car No. 24.....	448 95
Wagons, etc.....	110 50
Total	\$8,317 48

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$25,296 11
Less operating expenses (including all taxes).....	19,472 45
Net earnings from operation.....	\$5,823 66
Income from other sources, as follows, viz.:	
Rents "Utica Park" (1891 net).....	\$166 06
Drawing ice	25 57
Sale of old material.....	85 58
	284 1
Gross income from all sources.....	\$6,107 1
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$246 98
Taxes on earnings and capital stock.....	177 49
Taxes other than above.....	18 12
Interest on funded debt due and accrued.....	3,420 26
Interest on temporary loans.....	1,534 80
Commissions	117 50
	5,514 1
Surplus for year ending June 30, 1892.....	\$793 1

UTICA AND MOHAWK.

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General Income Account.

Surplus for year ending June 30, 1892	\$798 22
Surplus up to June 30, 1891	288 16
Total surplus June 30, 1892	<u>\$1,076 38</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	<u>\$25,296 11</u>
OPERATING EXPENSES.	
Repairs of roadbed and track	\$272 42
Repairs of electrical equipments (construction)	1,095 80
Repairs of buildings and fixtures	12 59
Repairs and renewals of cars, motors and other vehicles	1,587 92
Salaries of general officers and clerks	2,185 71
Wages of conductors and motormen	5,885 90
Wages of engineer, firemen and other employes at power house	1,148 17
Light and fuel, other than at power house	260 30
Motive power	3,909 12
Oil and waste	129 29
Water tax	9 08
Legal expenses	347 85
Advertising, printing and office expenses	643 08
Insurance	1,814 60
Removal of snow and ice	213 17
<i>Contingencies :</i>	
Repairs of harness	23 05
Horseshoeing	48 63
Provender	395 91
Total operating expenses	<u>\$19,473 45</u>

General Balance Sheet, June 30, 1892.

ASSETS.	
Cost of road	\$72,342 51
Cost of equipment	89,956 97
<i>Other permanent investments, as follows, viz. :</i>	
Real estate :	
Bleecker street lots	1,800 00
" Utica Park "	84,000 55
Zoological collection	1,235 47
<i>Current assets, as follows, viz. :</i>	
Cash on hand	3,171 90
Open accounts	569 68
	<u>\$152,476 38</u>
LIABILITIES.	
Capital stock	\$51,500 00
Funded debt	70,000 00
<i>Current liabilities, as follows, viz. :</i>	
Interest due and accrued	1,750 00
Bills payable	23,750 00
Profit and loss (surplus)	1,076 38
	<u>\$152,476 38</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows :</i>	Miles.
Single track, main line, from Genesee street to Utica park	2.75
Sidings on main line .....	.53
Total length of all tracks and sidings owned	<u>3.28</u>
Weight of rail per yard	40 to 45 lbs.
Gauge of track	4 ft. 8½ in.
Number of open cars, not motors	7
Number of motor cars	7
Horses and mules	4
Schedule time making trip one way	20 and 25 min.
Cars are run	Every 7¼ min.
Rate of fare per passenger	4, 5, and 10 cents.
Average number of employes (including officials) during year	15 to 20

REPORT OF THE RAILROAD COMMISSIONERS.

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President.....		\$1,081 25
Superintendent.....		627 50
Clerks.....		526 30

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors.....	12	\$1 32
Motor men.....	12	1 32
Machinists.....	12	1 32

Officers of the Company.

Name.	Title.	Official Address.
JAMES F. MANN.....	President.....	Utica, N. Y.
WM. E. LEWIS.....	Secretary.....	Utica, N. Y.
GEO. D. DIMON.....	Treasurer.....	Utica, N. Y.
FRANK L. EVERTS.....	Superintendent.....	Utica, N. Y.

Directors of the Company.

Name.	Residence.
JAMES F. MANN.....	Utica, N. Y.
R. W. SHERMAN.....	Utica, N. Y.
WM. E. LEWIS.....	Utica, N. Y.
GEO. D. DIMON.....	Utica, N. Y.
T. R. PROCTOR.....	Utica, N. Y.
GEO. H. WILEY.....	Utica, N. Y.
P. C. J. DEANGELIS.....	Utica, N. Y.
M. W. VAN AUKEN.....	Utica, N. Y.
R. G. HOERLEIN.....	Utica, N. Y.
W. P. BAKER.....	Utica, N. Y.
W. W. WHITE.....	Utica, N. Y.

Title of company, Utica and Mohawk Railroad Company.

General offices at Utica, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Wednesday in January.

For information concerning this report, address Geo. D. Dimon, Treasurer.

VAN BRUNT STREET AND ERIE BASIN.

(Date of charter, February 15, 1861.)

The company was organized under the General Railroad Act, and began to carry passengers March 8, 1863.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	15,000	\$150,000	\$75,0

VAN BRUNT STREET AND ERIE BASIN.

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FUNDED DEBT.

DESIGNATION OF LIEN..	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	April 1, 1882	p.c. 6	April 1, Oct. 1	\$25,000	\$25,000

Cost of Road and Equipment.

ROAD.	Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails .....	.....	\$69,511 07
Real estate.....	.....	25,434 66
Total cost of road.....	.....	\$94,945 73
EQUIPMENT.		
Horses.....	\$450 00	\$8,570 00
Cars.....	.....	18,120 00
Snow-plows .....	.....	500 00
Total cost of equipment.....	\$450 00	\$22,250 00
Grand total cost of road and equipment	\$450 00	\$117,195 73

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Eleven horses purchased not charged to renewals	\$450 00
Two open cars sold	825 00
Total.....	*\$175 00

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$40,746 00
Less operating expenses (excluding all taxes).....	24,896 56
Net earnings from operation	\$15,919 94
<i>Income from other sources, as follows, viz.:</i>	
Interest on deposits.....	74 19
Gross income from all sources	\$15,994 13
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$489 83
Taxes on earnings and capital stock	947 14
Taxes other than above	26 70
Interest on funded debt due and accrued	1,500 00
Rent of track	200 00
	2,413 67
Net income from all sources	\$13,580 46
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 6 per cent on capital stock.....	9,000 00
Surplus for year ending June 30, 1892.....	\$4,580 46

* Credit.

General Income Account.

Surplus for year ending June 30, 1892	\$4,590 48
Surplus up to June 30, 1891	17,266 39
Total surplus June 30, 1892	<u>\$21,856 73</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$40,746 50

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$111 53
Repairs of buildings and fixtures	173 08
Repairs of cars and other vehicles	679 27
Repairs of harness and other stable equipment	207 05
Horseshoeing	847 21
Renewals of horses and mules	890 00
Provender (including expenses of grinding)	5,335 27
Salaries of general officers and clerks	1,543 00
Wages of conductors and drivers on horse cars, watchmen, starters, switchmen, roadmen, hostlers, etc.	13,031 75
Light and fuel	123 88
Water tax	103 72
Damages to persons and property	5 50
Advertising, printing and office expenses	769 06
Insurance	721 24
Removal of ice and snow	84 10
Total operating expenses	<u>\$34,936 56</u>

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$94,945 73
Cost of equipment	22,260 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$5,481 02
Supplies on hand	200 00
	<u>5,681 02</u>
	<u>\$122,877 35</u>

LIABILITIES.	
Capital stock	\$75,000 00
Funded debt	25,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued	1,500 00
Dividends unpaid	15 00
Profit and loss (surplus)	21,361 75
	<u>\$122,877 35</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Hamilton ferry to Erie Basin dry dock		1.5
Second track on main line and branches		1.5
Total length of all tracks and sidings owned		<u>3</u>
Weight of rail per yard	45 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars	6	
Open cars	6	
Horses and mules	41	
Schedule time making trip one way	12 minutes	
Cars are run	Every 6 to 10 minutes.	
Rate of fare per passenger	3 cents	
Number of passengers carried in cars during year	1,358,211	
Average number of employees (including officials) during year	2	

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS.		Annual salary
Superintendent		\$1,200 00
President		1,000 00
Secretary and treasurer		1,000 00

* Does not agree with "surplus" as per balance sheet.—R. R. Commissioners.

OTHER EMPLOYES.

	Average number of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers	12	2 00
Roadmen	10	2 00
Hostlers	12	1 71

ACCIDENTS.

	Injured.
Passengers	2

Officers of the Company.

Name.	Title.	Official Address.
MICHAEL MURPHY	President	264 Van Brunt st., Brooklyn, N. Y.
WYLLYS TERRY	Secretary and Treasurer	264 Van Brunt st., Brooklyn, N. Y.
TIMOTHY J. CAREY	Superintendent	264 Van Brunt st., Brooklyn, N. Y.

Directors of the Company.

Name.	Residence.
MICHAEL MURPHY	Brooklyn, N. Y.
WYLLYS TERRY	Brooklyn, N. Y.
JOSEPH WHITE	Brooklyn, N. Y.
MICHAEL J. COFFEY	Brooklyn, N. Y.
BENJAMIN STEBBINS	Brooklyn, N. Y.
DAVID W. BURNS	Brooklyn, N. Y.
THOS. J. CUNNINGHAM	Brooklyn, N. Y.

Title of company, Van Brunt Street and Erie Basin Railroad Company.

General offices at 264 Van Brunt street, Brooklyn, N. Y.

Date of close of fiscal year, February 16.

Date of stockholders' annual meeting, third Tuesday in February.

For information concerning this report, address Wyllys Terry, Secretary.

WATERFORD AND COHOES.

(Date of charter, February 8, 1883.)

This company was organized for the purpose of operating a street railroad between the village of Waterford, Saratoga county, and the city of Cohoes, Albany county, under the General Railroad Act of 1880. The road was built in 1884, and on August 19, 1884, leased to The Troy and Lansingburgh Railroad Company for the term of five years, the actual operation of the road was commenced at that time.

Terms of lease: Three years for one dollar, fourth year, \$1,750; fifth year, \$1,750, with privilege to lessee to renew during mutual existence of the corporation at the rate of \$1,750 per annum.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	250	\$25,000	\$25,000

Cost of Road.

	Total cost up to June 30, 1892.
Road built by contract	\$23,302 58
Sundries	1,878 69
*Total cost of road	\$24,481 20

* Electric fixtures added by lessee.

REPORT OF THE RAILROAD COMMISSIONERS.

Income Account for Year Ending June 30, 1892.

Gross income from rental.....	\$1,750 00
<i>Payments from income, as follows, viz.:</i>	
Dividends declared, 7 per cent on capital stock.....	1,750 00

General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	\$34,481 30
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	588 08
	<u>\$35,079 38</u>
LIABILITIES.	
Capital stock.....	\$35,000 00
Profit and loss (surplus).....	79 38
	<u>\$35,079 38</u>

Salaries, Wages, Etc., of Officers and Employees.

OFFICER.	Annual salary.
Secretary and treasurer.....	\$50 00

Officers of the Company.

Name.	Title.	Official Address.
THOMAS BRESLIN.....	President.....	Waterford, N. Y.
O. C. ORMSBY.....	Secretary and Treasurer.....	Waterford, N. Y.

Directors of the Company.

Name.	Residence.
THOMAS BRESLIN.....	Waterford, N. Y.
JEHIEL W. HINES.....	Waterford, N. Y.
O. C. ORMSBY.....	Waterford, N. Y.
F. B. PECK.....	Waterford, N. Y.
JOHN KNICKERBOCKER.....	Troy, N. Y.
T. A. KNICKERBOCKER.....	Troy, N. Y.
Mrs. M. WHITE.....	Utica, N. Y.

Title of company, The Waterford and Cohoes Railroad Company.

General offices at Waterford, N. Y.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address C. C. Ormsby, Secretary.

WATERTOWN.

(Date of incorporation, September 28, 1887.)

Date when franchise from the city was granted, November 22, 1887.

Work on construction commenced November 24, 1888.

The road opened for traffic May 20, 1891.

Capital Stock and Funded Debt.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	400	\$40,000	\$40,000

WATERTOWN.

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FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage Wat. St. Ry. Co.....	Jan. 1, 1917	p.c. 6	Jan. 1, July 1	\$75,000	\$75,000
First mortgage Wat. and Brownville St. Ry., guaranteed by this company		6		35,000	35,000
Total				\$110,000	\$110,000

Cost of Road and Equipment.

ROAD.		Total cost up to June 30, 1892.
Roadbed superstructure and rails, exclusive of electric appliances pertaining to road and superstructure		\$97,688 68½
Electric appliances pertaining to road and superstructure		20,800 00
Right of way		368 84
Real estate		4,950 66
Building and fixtures, exclusively used for electric purposes		10,287 95
Total cost of road		\$134,085 06½
EQUIPMENT.		
Cars, other than motor cars		\$3,000 00
Motor cars and fixtures		20,732 46
Dummies		500 00
Wagons, trucks, snow-plows, sleighs		250 00
Total cost of equipment		\$34,472 46
Grand total cost of road and equipment		\$168,557 54½

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Road has been finished during the year, and the final completion made about June 30, 1892.

Income Account for Year Ending June 30, 1892.

Gross earnings from operation	\$34,388 54
Less operating expenses (excluding all taxes)	13,649 90
Gross income from all sources	\$10,738 64
<i>Deductions from income, as follows, viz.:</i>	
Taxes other than above	\$255 82
Interest on funded debt due and accrued	5,867 95
	6,113 77
Net income from all sources	\$4,624 87
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 3 per cent on capital stock	1,200 00
Surplus for year ending June 30, 1892	\$3,424 87

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers	\$23,388 54
Special discount	1,600 00
Total gross earnings	\$24,988 54

OPERATING EXPENSES.

Repairs of roadbed and track	\$278 30
Repairs and renewals of cars, motors and other vehicles	1,675 00
Salaries of general officers and clerks	2,450 00
Wages of conductors and motormen	5,125 00
Light and fuel other than at power house	278 50
Water tax	25 00
Advertising, printing and office expenses	129 25
Insurance	908 72
Removal of snow and ice	758 72
Contingencies: Rents for power, office and car house	1,850 00
Total operating expenses	<u>\$12,649 90</u>

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$134,085 08½
Cost of equipment	34,472 46
<i>Other permanent investments, as follows, viz.:</i>	
Stock in Watertown and Brownville	18,600 00
<i>Current assets, as follows, viz.:</i>	
Bills receivable	2,600 00
	<u>\$189,757 54½</u>

LIABILITIES.

Capital stock	\$40,000 00
Funded debt	110,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	15,895 47
Open accounts	1,904 21
Profit and loss (surplus)	28,094 86½
	<u>\$189,757 54½</u>

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Pearl street to city limits		3.125
Sidings on main line and branches .....		.125
Total length of all tracks and sidings owned		<u>3.25</u>
<i>Length of railways actually leased and operated by this company, as follows:</i>		
Single track from city limits to Brownville		3.25
Second track and sidings .....		.125
Total length of all tracks and sidings leased		<u>3.375</u>
Grand total length of all tracks and sidings owned and leased		<u>6.625</u>
Weight of rail per yard	80 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of open cars, not motors	8	
Number of motor cars	11	
Dummies	2	
Schedule time making trip one way	30 min.	
Cars are run	Every 12 mins.	
Rate of fare per passenger	5 cents.	
Number of passengers carried in cars during year	461,540	
Average number of employees (including officials) during year	48	

Salaries, Wages, Etc., of Officers and Employees.

	OFFICERS AND CLERKS.	Annual salary.
Superintendent		\$1,200 00
Two clerks		800 00

OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	\$1 18 $\frac{1}{2}$
Drivers	11	1 16 $\frac{1}{2}$
Car-house man	10	1 50
Car-house man	10	1 33 $\frac{1}{2}$
Car-house man	10	1 00
Dynamo men	10	1 25

Officers of the Company.

Name.	Title.	Official Address.
J. C. THOMPSON	President	New York city.
E. S. GOODALE	Secretary and Treasurer	Watertown, N. Y.

Directors of the Company.

Name.	Residence.
JOHN C. THOMPSON	New York city.
C. A. STARBUCK	New York city.
J. A. LEBKENCHER	New York city.
E. S. GOODALE	Watertown, N. Y.
S. F. BAGG	Watertown, N. Y.
HON. J. MULLIN	Watertown, N. Y.
GEORGE W. KNOWLTON	Watertown, N. Y.

Title of company, Watertown Street Railway Company.

General offices at Watertown, N. Y.

Date of close of fiscal year, July 1.

Date of stockholders' annual meeting, first Monday in October.

For information concerning this report, address E. S. Goodale, Secretary.

WATERVLIIET TURNPIKE AND RAILROAD.

(Date of charter, chapter 141, Laws of 1888, amended by chapter 288, Laws of 1892.)

REPORT OF COMPANY ITSELF FROM JULY 1, 1891, TO MARCH 14, 1892.

Income Account for Portion of Year Ending March 14, 1892.

Gross earnings from operation	\$37,189 96
Less operating expenses (excluding all taxes)	65,553 97
Gross income from all sources	\$31,685 99
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	\$4,564 89
Interest on funded debt due and accrued	21,142 93
	25,707 82
Deficit for portion of year ending March 14, 1892	\$4,071 88

General Income Account.

Deficit for year ending March 14, 1892	\$4,071 88
Deficit up to June 30, 1891	16,869 85
Profit and loss	20 00
Total deficit March 14, 1892	\$20,961 68

REPORT OF THE RAILROAD COMMISSIONERS.

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From passengers.....	\$87,071 46
Expressage.....	43 50
Rent.....	75 00
Total gross earnings	<u>\$87,189 96</u>

OPERATING EXPENSES.	
Repairs of roadbed and track operated by mechanical traction, including overhead and underground wires and all other track fixtures	\$4,690 89
Repairs of buildings and fixtures, exclusively used for mechanical power.....	452 50
Repairs of all other buildings and fixtures	333 02
Repairs of cars (not motors) and other vehicles.....	3,936 89
Repairs of motor cars and fixtures.....	11,016 53
Repairs of harness and stable equipment.....	133 51
Horseshoeing.....	65 45
Tolls Congress street bridge.....	5,399 61
Provender (including expense of grinding).....	450 18
Salaries of general officers and clerks	4,311 64
Wages of conductors and drivers on horse cars and conductors and motormen on cars propelled by mechanical traction.....	16,881 76
Wages of engineer, firemen and all others employed at power house.....	3,573 35
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	956 95
Light and fuel other than at power house.....	583 00
Fuel, light and other supplies used at power house.....	7,488 96
Damages to persons and property	268 82
Legal expenses.....	125 90
Advertising, printing and office expenses.....	850 78
Insurance	1,144 68
Removal of snow and ice	234 53
<i>Contingencies:</i>	
Subscriptions.....	\$13 16
Punch account	330 80
Waiting-room, Troy.....	66 64
Directors' meeting	224 92
Detective.....	158 08
	<u>787 55</u>
Total operating expenses.....	<u>\$65,563 97</u>

General Balance Sheet March 14, 1892.

ASSETS.	
Cost of road.....	\$480,665 36
Cost of equipment.....	85,501 24
<i>Other permanent investments, as follows, viz.:</i>	
Real estate	57,936 66
Turnpike road.....	108,540 74
Fixtures base ball grounds	1,500 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	77 35
Open accounts.....	103 42
Supplies on hand.....	10,788 72
Profit and loss (deficiency).....	30,951 68
	<u>\$761,045 17</u>
LIABILITIES.	
Capital stock.....	\$240,000 00
Funded debt.....	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	11,128 96
Open accounts.....	9,916 21
	<u>\$761,045 17</u>

Characteristics of Road, Equipment, Etc.

Number of passengers carried in cars from July 1, 1891, to March 15, 1892.....	1,337,392
Average number of employees (including officials) same period	106

Salaries, Wages, Etc., of Officers and Employees.

OFFICERS AND CLERKS.		Annual salary.
President, vice-president, secretary, treasurer and superintendent.....		\$5,200 00
Toll collector		720 00

WATERVLIET TURNPIKE AND RAILROAD.

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OTHER EMPLOYEES.

	Average number of hours on duty per day.	Wages per day.
Conductors	11	*
Drivers.....	11	*
Starters.....	12	*
Watchmen.....	12	†
Roadmen.....	10	†
Hostlers.....	10	†
Car cleaners.....	10	\$1 60
Engineers.....	12	2 75
Linemen.....	12	2 50
Firemen.....	12	2 00
Electrical repairs.....	10	2 00

Officers of the Company.

Name.	Title.	Official Address.
W. B. VAN RENSSELAER.....	President.....	Albany, N. Y.
CANTINE TREMPER.....	Secretary and Treasurer.....	Albany, N. Y.
GEORGE EMMETT.....	Superintendent.....	Albany, N. Y.

Directors of the Company.

Name.	Residence.
W. B. VAN RENSSELAER.....	Albany, N. Y.
JOHN J. ACKER.....	Albany, N. Y.
JAMES B. JERMAIN.....	Albany, N. Y.
CHARLES NEWMAN.....	Albany, N. Y.
J. W. TILLENBAST.....	Albany, N. Y.
ANTHONY N. BRADY.....	Albany, N. Y.
LEDYARD COGSWELL.....	Albany, N. Y.
J. HOWARD KING.....	Albany, N. Y.
T. A. KNICKERBOCKER.....	Troy, N. Y.

For information concerning this report, address C. Tremper, Treasurer, Albany Railway office, Quail street, Albany, N. Y.

WATERVLIET TURNPIKE AND RAILROAD.

LESSOR.

LESSEES — ALBANY RAILWAY.

(Chapter 141, Laws of 1888, amended by chapter 283, Laws of 1892.)

This company was incorporated as the Watervliet Turnpike Company by chapter 141 of the Laws of the State of New York of 1888, and thereafter the necessary real estate was purchased and a turnpike road constructed from the northern boundary line of the city of Albany to the upper ferry opposite the city of Troy, and was opened for traffic.

By an act of the Legislature of the State of New York, passed April 15, 1892 (chapter 283 of the Laws of 1892), "The Watervliet Turnpike Company, in addition to their present powers, franchises and privileges," were authorized to construct and maintain a railroad on their present road and to extend the same into and through the village of West Troy and Cohoes and the town of Watervliet and city of Albany, etc., and their corporate name was changed to "Watervliet Turnpike and Railroad Company." The railroad was built by contract and opened for traffic on July 4, 1893.

In May, 1899, a contract was made to rebuild the railroad, to obtain new cars and to equip the property with the Thompson-Houston electrical system. A portion of the road was sufficiently finished to be operated with electricity and opened to the public for traffic on the twentieth of September.

The equipment of the road for operation by electric motors was completed in November, 1899, but the company was prevented from operating its road by electricity through the city of Albany on account of the temporary injunction obtained against it by the Hudson River Telephone Company.

* 16½ cents per hour. † 15 cents per hour.

During the year the injunction preventing the company from operating its road by electricity through the city of Albany was vacated, and the whole line is now operated by the overhead single trolley Thompson-Houston system, except the lumber district branch, where horses are still used.

The road has passed by lease under the control of the Albany Railway. This lease is for a term of 999 years and is dated February 5, 1892, and was duly filed and recorded in the office of the Secretary of State, March 19, 1892.

Capital Stock and Funded Debt.

CAPITAL STOCK.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	2,400	\$240,000	\$240,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage, corporate franchise, road, turnpike and equipment.....	May 1, 1919	p.c. 6	May & Nov.	\$380,000	\$332,150
Second mortgage on same.....	May 1, 1919	6	May & Nov.	150,000	110,800

Cost of Road and Equipment.

ROAD.		Additions or betterments during year ending June 30, 1892.	Total cost of road and equipment up to June 30, 1892.
Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure.....		\$145 85	\$480,665 35
Real estate.....		196 85	57,936 65
Total cost of road.....		\$342 20	\$538,602 02
EQUIPMENT.			
Poles and trolley wire.....		\$547 08	\$35,501 24
Total cost of road and equipment		\$889 28	\$624,103 26
Turnpike road		3,885 74	103,540 74
Grand total cost of road, equipment and turnpike road.....		\$4,774 97	\$727,644 00

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Telephone controversy	\$145 35
Improvement to power house.....	196 85
Poles and trolley wire.....	547 08
Improvement to turnpike road.....	3,885 74
Total	\$4,774 97

Income Account for Year Ending June 30, 1892.

Income from all sources, as follows, viz.:

Payment on account of lease.....	\$900 00
From open accounts	11 11

\$911 11

Deductions from income, as follows, viz.:

Expenses.....	704 15
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Surplus for year ending June 30, 1892.....	\$106 25
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WATERVLiet TURNPIKE AND RAILROAD.

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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road	\$480,665 36
Cost of equipment	86,501 24
<i>Other permanent investments, as follows, viz.:</i>	
Real estate	87,936 66
Turnpike road	108,540 74
Fixtures base ball grounds	1,500 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	184 80
Open accounts	92 81
Profit and loss (deficiency)	10,579 89
	<hr/> \$740,000 00 <hr/>
LIABILITIES.	
Capital stock	\$340,000 00
Funded debt	500,000 00
	<hr/> \$740,000 00 <hr/>

Officers of the Company.

Name.	Title.	Official Address.
ALBERT HESSBERG	President	Albany, N. Y.
CANTINE TREMPER	Secretary and Treasurer	Albany, N. Y.

Directors of the Company.

Name.	Residence.
ALBERT HESSBERG	Albany, N. Y.
E. A. GROESBECK	Albany, N. Y.
HENRY BRONK	Albany, N. Y.
WM. LESTER	Albany, N. Y.
WM. R. CASSIDY	Albany, N. Y.
CHAS. L. PRUYN	Albany, N. Y.
F. C. MANNING	Albany, N. Y.
DONALD MCCREDIE	Albany, N. Y.
W. L. GREEN	Albany, N. Y.

Title of company, Watervliet Turnpike and Railroad Company.
 General offices at office of Albert Hessberg, Albany Savings Bank Building, Albany, N. Y.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, second Monday in February.
 For information concerning this report, address Cantine Tremper, Treasurer.

WEST SIDE (Binghamton).

LESSOR.

LESSEE — COURT STREET AND EAST END.

(Date of charter, September 24, 1887.)

Work begun July 7, 1890. Track was laid from Oak street to Beethoven street, and to Bennett park on Beethoven street, and equipped with cars and horses. The entire road and equipment, as far as completed, leased to the Court Street and East End Railroad Company August 20, 1890.

Capital Stock.

	Number of shares.	Total par value.	Cash realized on amount outstanding.
Authorized by law or charter	250	\$25,000	.....
Issued for actual cash	50	\$5,000	\$5,000
Issued on account of construction	200	20,000	.....
Total now outstanding	250	\$25,000	\$5,000

REPORT OF THE RAILROAD COMMISSIONERS.

Cost of Road and Equipment.

	ROAD.	Total cost up to June 30, 1892.
Right of way.....		\$2,226 89
Road built by contract.....		20,000 00
Total cost of road.....		<u>\$22,226 89</u>
EQUIPMENT.		
Horses.....		\$1,141 20
Cars.....		1,630 00
Total cost of equipment.....		<u>\$2,771 20</u>
Grand total cost of road and equipment.....		<u><u>\$25,000 00</u></u>

Income Account for Year Ending June 30, 1892.

Gross earnings from lease.....	\$500 00
Less operating expenses (rents).....	500 00

Analysis of Gross Earnings and Operating Expenses.

From lease.....	500 00
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OPERATING EXPENSES.

Rent paid Bing. and Port Dickinson R. R. Co.....	500 00
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General Balance Sheet June 30, 1892.

ASSETS.	
Cost of road.....	25,000 00
LIABILITIES.	
Capital stock.....	25,000 00

Characteristics of Road, Equipment, Etc.

<i>Length of railway owned by company, as follows:</i>	Miles
Single track, main line, from Oak street to Beethoven street.....	1.50.

Officers of the Company.

Name.	Title.	Official Address.
C. M. STONE.....	President.....	Binghamton, N. Y.
W. G. PHELPS.....	Secretary and Treasurer.....	Binghamton, N. Y.

Directors of the Company.

Name.	Residence.
C. M. STONE.....	Binghamton, N. Y.
W. G. PHELPS.....	Binghamton, N. Y.
GEORGE F. LYON.....	Binghamton, N. Y.
MILES LEONARD.....	Binghamton, N. Y.
F. S. TITCHENER.....	Binghamton, N. Y.
W. H. STONE.....	Binghamton, N. Y.
J. W. MANIER.....	Binghamton, N. Y.

Title of company, West Side Street Railway Company.

General offices at Binghamton, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday of October.

For information concerning this report, address W. G. Phelps, Secretary.

YONKERS.*Capital Stock and Funded Debt.****CAPITAL STOCK.**

	Number of shares.	Total par value.
Authorized by law or charter	2,000	\$200,000
Issued for actual cash and now outstanding	1,100	110,000

FUNDED DEBT.

	Amount outstanding.
First mortgage	\$80,000 00
Second mortgage	294,000 00
Total	\$374,000 00

Cost of Road and Equipment.**ROAD.**Total cost up to
June 30, 1892.

Roadbed, superstructure and rails, exclusive of electric appliances pertaining to road and superstructure	\$306,579 35
Electric appliances pertaining to road and superstructure	30,356 98
Real estate	21,000 00
Buildings and fixtures, exclusively used for electric purposes	25,122 65
All other buildings and fixtures	50,065 09
Interest and discount charged to construction	7,400 00
Total cost of road	\$440,544 18

EQUIPMENT.

Horses	\$15,783 05
Harness	1,223 25
Cars, other than motor cars	19,375 00
Motor cars and fixtures	37,314 00
Wagons, trucks, snow-plows, sleighs	1,324 30
Total cost of equipment	\$75,024 70

Grand total cost of road and equipment

\$515,568 88

Income Account for Four Months Ending June 30, 1892.

Gross earnings from operation	\$12,277 05
Less operating expenses (excluding all taxes)	10,136 52
Surplus for four months ending June 30, 1892	\$2,140 53

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers	\$12,158 20
Rent	86 00
Advertising in cars	28 25
Manure	4 60
Total gross earnings	\$12,277 05

OPERATING EXPENSES.

Repairs of roadbed and track operated by horses	\$911 59
Repairs of buildings and fixtures exclusively used for mechanical power	59 25
Repairs of all other buildings and fixtures	600 43
Repairs of cars (not motors) and other vehicles	245 96
Repairs of harness and stable equipment	119 13
Horseshoeing	321 26

* From March 1, 1892.

Provender (including expense of grinding)	\$220 09
Salaries of general officers and clerks	690 00
Wages of conductors and drivers on horse cars	2,343 10
Wages of conductors and motormen on cars propelled by mechanical traction ..	1,302 40
Wages of engineer, firemen and all others employed at power house	718 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	1,350 04
Light and fuel, other than at power house	32 87
Fuel, light and other supplies used at power house	851 55
Water tax	57 30
Legal expenses	6 00
Advertising, printing and office expenses	223 02
Removal of snow and ice	73 23
Contingencies	71 00
Total operating expenses	\$10,136 52

General Balance Sheet June 30, 1892.

ASSETS.

Cost of road	\$440,544 18
Cost of equipment	75,084 70

Current assets, as follows, viz.:

Cash on hand	567 29
Open accounts	8,101 91
Bank balance	13 31
Profit and loss (deficiency)	1,509 34
	\$525,910 73

LIABILITIES.

Capital stock	\$110,000 00
Funded debt	374,000 00

Current liabilities, as follows, viz.:

Bills payable	6,703 63
Mortgage on real estate	18,500 00
Loans payable	16,707 10
	\$525,910 73

Officers of the Company.

Name.	Title.	Official Address.
C. H. MONTAGUE	President	Yonkers, N. Y.
THOS. W. SMITH	Secretary	Fifth National Bank, N. Y. city.
D. B. HOTCH	Treasurer	7 Pine street, New York city.

Directors of the Company.

Name.	Residence.
C. H. MONTAGUE	Yonkers, N. Y.
D. B. HOTCH	Morristown, N. J.
THOS. W. SMITH	New York city.
E. STEPHENSON	New York city.
J. H. HINTON	New York city.
R. B. KELLY	New York city.
R. KELLY	New York city.
J. H. ODELL	New York city.
WM. F. LAWRENCE	Yonkers, N. Y.

Title of company, Yonkers Railroad Company.

General offices at power station, foot of Main street, Yonkers, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address C. H. Montague.

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Albany and Susquehanna, lessee	84	pany	304
Albany Terminal	62	Delaware and Hudson Canal Company	544
Albany and Vermont, lessor	90	lessee... 76, 84, 90, 187, 262, 243, 376, 544	
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Amsterdam, Chuc. and Northern	96	Delaware, Lack. and Western, lessee	96
Attica and Arcade	62	Delaware and North River	96
Attica and Freedom	96	Delaware and Otsego	96
Attica, Lockport and Lake Ontario	62	Delhi and Hudson River	62
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Bradford, Eldred and Cuba	113	East Buffalo Terminal	113
Branchport and Penn Yan	12	East River	12
Brookfield	62	East River and Connecticut	62
Brooklyn, Bath and West End	117	East River Tunnel	117
Brooklyn Bridge and South Shore	62	East Side and Mount Vernon	62
Brooklyn and Brighton Beach	122	Elmira Connecting	122
Brooklyn and Long Island Cable	62	Elmira, Cortland and Northern	62
Brooklyn and Long Island Trunk Line	62	Elmira and Lake Ontario, lessor	62
Brooklyn and Queens County	48	Elmira and Lake Ontario, lessee	62
Brooklyn and Rockaway Beach	127	Elmira State Line, lessor	127
Brooklyn Underground	48	Elmira State Line, lessee	48
Buffalo, Bradford and Pittsburgh, lessor	132	Elmira and Williamsport, lessor	132
Buffalo Creek	133	Elmira and Williamsport, lessee	133
Buffalo Creek Transfer	136	Elmira and Black Rock, lessor	136
Buffalo Dock and Connecting	62	Erie and Central New York	62
Buffalo Erie Basin	136	Erie International, lessor	136
Buffalo and Geneva, No. 1	62	Erie and Niagara River	62
Buffalo and Geneva, No. 2	62	Erie, Roch. and Lake Ontario Terminal	62
Buffalo and Great Western	62	Fall Brook Coal Company, lessee	205, 50
Buffalo Harbor	62	Fitchburg	34
Buffalo, Lackawanna and Pacific	62	Fonda, Johnstown and Gloversville	254
Buffalo, New York and Erie, lessor	187	Fort Plain and Richfield Springs	62
Buffalo, Rochester and Pittsburgh	130	Fort Pond Bay	62
Buffalo and South Park, Belt Line	62	Fourteenth Street District	62
Buffalo and South-western, lessor	146	Genesee Falls	62
Buffalo, Thousand Islands and Portland	62	Genesee Valley Canal, lessor	250
Buffalo and Williamsville	62	Genesee Valley Terminal, lessor	260
Buffalo, Williamsville and Northern	62	Genesee and Wyoming Valley	62
Cairo, lessor	148	Glendale and East River, lessor	261
Camden, Watertown and Northern	62	Glens Falls	262
Campbell Hall Connecting	150	Goshen and Deckertown, lessor	263
Cannastota Northern, lessor	151	Gouverneur and Adirondack	48
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Canton and Waddington	62	Gouverneur and Oswegatchie	62
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Harbor, lessor	158	Greene, lessor	266
Catskill Mountain	160	Greenwich and Johnsonville	270
Cayuga and Susquehanna, lessor	166	Greenwood Lake and Port Jarvis	62
Cedarhurst	62	Hancock and Pennsylvania	62
Central Dock and Terminal	168	Hancock and State Line	62
Central New England and Western	169	Harlem River	62
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Charlotte and Lake View	62	Hay's Corners, Ovid and Willard	
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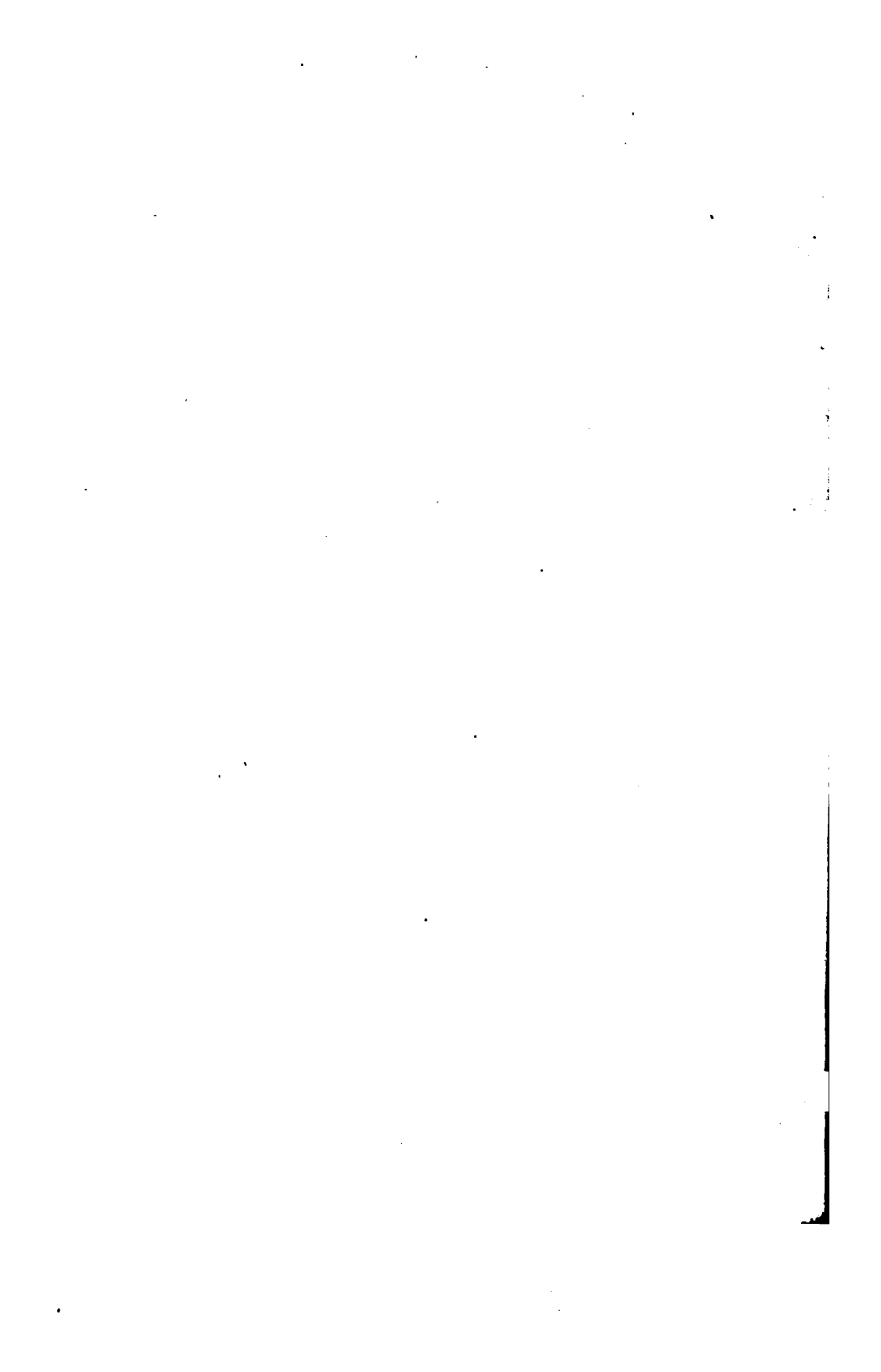
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